# LEAD MEMBER FOR TRANSPORT AND ENVIRONMENT

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

**MONDAY, 8 SEPTEMBER 2025 AT 9.00 AM**

**COMMITTEE ROOM, COUNTY HALL, LEWES**

## AGENDA

1. Decisions made by the Lead Cabinet Member on 16 June 2025 *(Pages 3 - 6)*

2. Disclosure of Interests
   Disclosure by all Members present of personal interests in matters on the agenda, the nature of any interest and whether the Members regard the interest as prejudicial under the terms of the Code of Conduct.

3. Urgent items
   Notification of any items which the Lead Member considers urgent and proposes to take at the appropriate part of the agenda.

4. Petition to stop Stagecoach changing the 51 bus service to Eastbourne from half hourly to hourly *(Pages 7 - 10)*
   Report by the Director of Communities, Economy and Transport

5. East Sussex Local Transport Plan 4 (LTP4) - Funding Request Assessment Process *(Pages 11 - 18)*
   Report by the Director of Communities, Economy and Transport

6. Highway Maintenance Incentive Funding 2025/26 *(Pages 19 - 30)*
   Report by the Director of Communities, Economy and Transport

7. Review of Strategic Highway Policies and Asset Management Plans *(Pages 31 - 158)*
   Report by the Director of Communities, Economy and Transport

8. Any urgent items previously notified under agenda item 3

PHILIP BAKER
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29 August 2025

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# LEAD MEMBER FOR TRANSPORT AND ENVIRONMENT

DECISIONS made by the Lead Member for Transport and Environment, Councillor Claire Dowling, on 16 June 2025 at Committee Room, County Hall, Lewes

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Councillor Murphy spoke on item 4 (see minute 5)

Councillors Daniel and Redstone spoke on item 5 (see minute 6)

1. DECISIONS MADE BY THE LEAD CABINET MEMBER ON 28 APRIL 2025

1.1 The Lead Member approved as a correct record the minutes of the meeting held on 28 April 2025.

2. DISCLOSURE OF INTERESTS

2.1 There were none.

3. URGENT ITEMS

3.1 There were none.

4. REPORTS

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

## 5. PETITION: INSTALLATION OF PEDESTRIAN CROSSING AND A 20MPH SPEED LIMIT IN MILL ROAD, HAILSHAM

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

5.2 Ms Susan Fragniere, the Lead Petitioner for the petition calling on the County Council to install a safe pedestrian crossing in Mill Road, Hailsham outside the entrance to Lion House Park and a 20mph speed limit in the road around the bend spoke to highlight safety concerns for residents of Lion House Park, many of whom struggle with mobility and hearing loss and the benefits to residents should a pedestrian crossing be installed, the speed limit change from 30mph to national speed limit be moved further along Mill Road or a chicane on Mill Road be constructed.

DECISIONS

5.3 The Lead Member RESOLVED to advise petitioners that:

(1) A potential scheme to install a pedestrian crossing in Mill Road outside Lion House Park will be assessed for possible inclusion for funding within the Capital Programme; and

(2) Mill Road does not meet the Council's policy for a 20mph speed limit as set out in policy PS05/02.

REASONS

5.4 The Council has considered the petitioners' requests regarding installation of a pedestrian crossing and 20mph speed limit in Mill Road, Hailsham.

5.5 The fourth East Sussex Local Transport Plan (LTP4) was adopted on 8 October 2024, resulting in the need to update the Council's scheme assessment process to reflect the priorities set out in LTP4. As a result, the Council is unable to undertake an assessment of the request for a pedestrian crossing outside Lion House Park whilst a new approach is being developed and approved. It is expected that the new assessment approach will be available by October 2025, at which time the assessment of the request to construct a pedestrian crossing outside Lion House Park will be undertaken. The lead petitioner will be contacted directly should the request successfully progress beyond the first assessment stage. Whilst there is a wait in undertaking the assessment, it will not delay the timescales for the inclusion of potential schemes that are successful in being included in the capital programme of local transport improvements.

5.6 The Council supports 20mph speed limits where appropriate. Adopted Policy PS05/02 (which reflects national guidance and best practice) allows for 20mph speed limits to be considered in town centres, residential areas and in the vicinity of schools. To be effective, speed limits need to be set at a level which appears reasonable to a driver and be reflective of the environment through which the road passes. The introduction of a lower speed limit will not automatically slow traffic down. It is nationally recognised that most drivers travel at the speed they consider to be safe for the conditions of the road, based on their assessment of the local environment. There are several factors that are taken into consideration when assessing a length of road for a speed limit, with the predominant factors being the character and appearance of the road, the level of visible frontage development and the average speed of traffic using the road.

5.7 The section of Mill Road south of the access to Lion House Park has no visible frontage development and the character of the road becomes rural with little or no visible development or accesses along it. The eastbound approach to Lion House Park is subject to a 30mph speed limit by virtue of the presence of the system of street lights installed by the developer of the residential Millstone Drive development. The 30mph speed limit has been continued around the bend as not only would vehicle speeds be low on the bend itself due to its radius, the signs are more visible to approaching traffic in the current location to the south of the bend.

5.8 The Road Safety team has assessed the site and can advise that 30mph is the most appropriate speed limit for the bend and the road outside of Lion House Park. Whilst it is appreciated that there are a number of vulnerable road users crossing the road from Lion House Park, 20mph speed limits are reserved for those sites where the number of potential vulnerable road users is much higher, for example in Town Centres, residential areas and outside of schools.

5.9 The existing extent of the national speed limit has also been assessed, and the speed limit is the most appropriate due to the rural nature of the road and the current lack of visible frontage development, like many narrow country lanes in East Sussex. It should be noted that the national speed limit of 60mph is the maximum permitted speed and not the speed that drivers are expected to drive at. It is the responsibility of the driver to choose a safe speed within the limit according to the immediate environment, traffic and road conditions. When approaching a sharp bend or a lower speed limit, drivers should adjust their speed accordingly.

## 6. TRANSPORT AND WORKS ACT AGREEMENT - ROTHER VALLEY RAILWAY

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

DECISIONS

6.2 The Lead Member RESOLVED to approve the use of the Transport and Works Act Agreements to secure the highway works associated with the reinstatement of the Rother Valley Railway.

REASONS

6.3 Due to the unique nature of the development and approval of the Transport and Works Act Order by the Secretary of State for Transport, approval of the use of the Transport and Works Act Agreements to secure the highway works associated with the reinstatement of the Rother Valley Railway will allow the legal agreements securing the highway works to be entered into.

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| **Report to:** | **Lead Member for Transport and Environment** |
| **Date of meeting:** | **8 September 2025** |
| **By:** | **Director of Communities, Economy and Transport** |
| **Title:** | **Petition to stop Stagecoach changing the 51 bus service to Eastbourne from half hourly to hourly** |
| **Purpose:** | **To consider the petition calling on the County Council to work with Stagecoach to maintain a half hourly bus service between Eastbourne, Heathfield and Tunbridge Wells, which the bus operator reduced to hourly from 30 March 2025.** |

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

**(1) Stagecoach cannot sustain a half-hourly bus service between Eastbourne and Tunbridge Wells due to the considerable costs involved coupled with passenger numbers;**

**(2) The level of ongoing annual subsidy from the County Council could not be accommodated within current Bus Service Improvement Plan (BSIP) funding allocations without compromising other bus services and county-wide fare initiatives; and**

**(3) The County Council will continue to work with Stagecoach to identify and implement highways measures to reduce service delays, as well as improved real time information for passengers to help achieve improvements in service timekeeping which are key outcomes of the East Sussex BSIP.**

## 1. Background Information

1.1. At the County Council meeting on 20 May 2025, a petition was presented to the Chairman by Councillor Cross on behalf of concerned residents to stop Stagecoach from changing the 51 bus service between Eastbourne, Heathfield and Tunbridge Wells from 30-minute intervals to hourly. The petitioners called on the County Council to work with Stagecoach to maintain the half-hourly service which existed before the bus operator made the change from 30 March 2025.

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

1.3. The Monday to Saturday daytime 51 bus service is provided on a commercial basis by Stagecoach. The bus operator increased the frequency to half-hourly in 2010. Prior to this date the service had run hourly. Stagecoach's decision to revert to an hourly frequency was due to significant financial losses in running the service alongside relatively low passenger numbers. Stagecoach has stated the 51 has not covered its operating costs for many years, with the situation having worsened since the Covid pandemic. Annualised losses of their inter-urban and rural routes serving Eastbourne were well over £1 million, with the 51 route the main contributor to those loses (figures supplied by Stagecoach). Passenger numbers on the 51 remain lower than they were in 2019 (pre-Covid), while bus operating costs have increased considerably in the same period.

1.4. Stagecoach have stated that even with the changes made, the service is expected to be loss-making as an hourly service. This is due to the low volume of passengers not generating the revenue required to cover the operating costs.

1.5. The County Council has for a number of years funded some 51 journeys between Heathfield and Tunbridge Wells used by school children, as well as an early evening return journey. A key focus of the East Sussex Bus Service Improvement Plan (BSIP) has been to encourage greater bus use. Funding from UK Government in support of the BSIP has been used by the County Council to offer a

range of fare reductions alongside the Government funded national fare cap (£2 prior to January 2025 and £3 post January 2025).

1.6. BSIP funding has been used to improve evening and Sunday services on the 51 route. These service enhancements commenced in July 2023 and are expected to have also encouraged additional Monday to Saturday daytime use of the service.

1.7. A concern raised by residents about the 51 bus service is its lack of reliability, with buses not running to the published timetable. Stagecoach has acknowledged there have been issues in relation to timeliness but also highlights that traffic congestion can occur at various points on the long route. Congestion in Eastbourne can affect the entire length of the route to Tunbridge Wells, to the extent the service can run late into the next journey. Stagecoach will be making more changes to the 51 timetable from September to give buses extra time, including between each journey so that delays on one journey are less likely to also occur on the next journey. The new times are due to be announced prior to the Lead Member for Transport and Environment meeting in September 2025.

## 2. Supporting Information

2.1. On-bus surveys undertaken last year by the County Council confirmed that there is a relatively low number of passengers on the 51 service. Surveys on various days in October and December showed an average of 10 passengers on each surveyed journey on the section of route between Hailsham and Heathfield, with a similar number on the section between Heathfield and Tunbridge Wells. The County Council verified the results with Stagecoach, who reviewed their ticket machine data to confirm consistency in terms of passenger numbers across the year.

2.2. The revised daytime hourly frequency level of Service 51 is not untypical of other inter-urban bus services in East Sussex. Whilst a higher frequency is more desirable, the current hourly frequency is still running at a loss of hundreds of thousands of pounds a year, underwritten by Stagecoach. To revert to a half hourly frequency is estimated to double the financial deficit.

2.3. Stagecoach's new timetable from March 2025 originally included changes that made it more difficult for people to arrive at their workplace in Heathfield for 09:00. The County Council worked with Stagecoach, and they resolved this timetabling issue to ensure that the relevant morning 51 bus journeys remained unchanged.

2.4. The County Council also resolved a separate issue with reduced service capacity between Heathfield and Tunbridge Wells schools. To ensure pupils could continue to access these schools, the County Council secured an additional return bus journey on schooldays (numbered 251). This contract was awarded to Stagecoach following competitive tendering, using BSIP funding.

2.5. The County Council is reliant upon future revenue funding allocations from UK Government so it can continue to support what is a growing number of socially necessary services which bus operators can no longer provide on a commercial basis. Funding must be prioritised to support services that are fully withdrawn, rather than maintaining a higher frequency on a continuing route where there are low levels of passenger use.

2.6. Since the launch of Government's National Bus Strategy and the allocation of BSIP funding, bus services have continued to face challenges. Fewer people using buses following the Covid pandemic, primarily due to changed travel patterns (less travel to work and change in passenger habits to town centres being the most significant changes) has impacted operating costs. At the same time the cost of running buses has increased due to increased employer national insurance contributions from April 2025 as well as higher fuel costs and the cost of vehicle parts.

2.7. The impact of these higher costs is that fewer bus routes are now commercially viable (either able to cover their costs from fares income or make a profit). Subsequent to the first BSIP funding allocation in 2022 the County Council has continued to support a number of routes to ensure some level of bus services remain for communities that would otherwise have lost services entirely. The Government has allowed East Sussex County Council to use BSIP funding to do this.

2.8. To continue to support passenger transport effectively and continue to drive bus patronage, the County Council is reliant upon future revenue funding allocations from Government. The County Council is expecting to understand future allocations later this financial year to allow continued support to a

growing number of socially necessary services in areas where bus operators no longer provide a commercial service.

## 3. Conclusion and Reasons for Recommendations

3.1. The Council has considered the petition calling on the County Council to work with Stagecoach to maintain a half hourly bus service between Eastbourne, Heathfield and Tunbridge Wells, which the bus operator reduced to hourly from 30 March 2025.

3.2. Whilst a higher frequency is more desirable, the current hourly frequency is still running at a loss of hundreds of thousands of pounds a year. Stagecoach cannot financially sustain a half-hourly bus service between Eastbourne and Tunbridge Wells due to the considerable increase in costs involved and the relatively low number of passengers.

3.3. The County Council is reliant upon future revenue funding allocations from UK Government so it can continue to support what is a growing number of socially necessary services which bus operators can no longer provide on a commercial basis. Funding must be prioritised to support services that are fully withdrawn, rather than maintaining a higher frequency on a continuing route where there are low levels of passenger use. The level of ongoing annual subsidy from the County Council that would be required to maintain such a frequency could not be accommodated within BSIP funding allocations without compromising the continuation of other bus services and county-wide lower fare initiatives which provide excellent value for East Sussex residents.

3.4. The County Council has worked with Stagecoach to resolve a morning timetabling issue for the 51 service and an issue regarding reduced service capacity between Heathfield and Tunbridge Wells schools. The County Council will continue to work in partnership with Stagecoach to try and ensure the best possible bus service for the communities on the route of service 51 and will continue to work with Stagecoach to identify and implement highways measures to reduce service delays, as well as improved real time information for passengers to help achieve improvements in service timekeeping which are key outcomes of the East Sussex BSIP.

**RUPERT CLUBB**
Director of Communities, Economy and Transport

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LOCAL MEMBERS

Councillors Belsey, Bennett, Bowdler, Cross, Chris Dowling, Fox, Rodohan, Daniel Shing, Stephen Shing, Standley, Taylor and Wright

BACKGROUND DOCUMENTS

None

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| **Report to:** | **Lead Member for Transport and Environment** |
| **Date of meeting:** | **8 September 2025** |
| **By:** | **Director of Communities, Economy and Transport** |
| **Title:** | **East Sussex Local Transport Plan 4 (LTP4) - Funding Request Assessment Process** |
| **Purpose:** | **To seek approval of a revised process to assess and prioritise requests for transport schemes included in the annual Capital Programme for Local Transport Improvements, that is in alignment with the East Sussex LTP4.** |

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

**(1) agree the revisions to the current scheme request assessment process, to ensure alignment with the East Sussex Local Transport Plan 4 (LTP4);**

**(2) note that the approach will be subject to ongoing review to establish whether any further changes are required to inform future Capital Programmes for Local Transport Improvements and any further revisions will be reported to the Lead Member for Transport and Environment for approval; and**

**(3) note that consideration will be required regarding the anticipated changes coming forward as part of the provision of a longer-term funding settlement for transport in association with proposed establishment of the Sussex Mayoral Combined County Authority from May 2026.**

## 1. Background Information

1.1. The East Sussex Local Transport Plan 4 (LTP4) was adopted by East Sussex County Council at the Full Council meeting in October 2024. This strategy embraces a planning for people and places approach focusing on enabling and encouraging integrated journeys and reducing the need to travel through land-use and planning policies that support sustainable travel. It aims to encourage and enable inclusive and sustainable travel modes (walking, wheeling, cycling and public transport), adopting vehicles with cleaner fuels alongside the utilisation of emerging transport technologies that will help to achieve net-zero ambitions.

1.2. With the change in policy direction for the authority as set out in the East Sussex LTP4, there is a need to review the assessment process for the prioritisation of small transport schemes received via requests from either local councillors or the public. This process enables measures to be prioritised for inclusion in the County Council's annual capital programme for local transport improvements from 2026/27, that align to the priorities set out within the new East Sussex LTP4, since the current assessment process reflects the East Sussex Local Transport Plan 3 (LTP3).

1.3. An extensive review has been undertaken with officers from the Infrastructure Planning & Place and the Road Safety teams to develop an approach that will provide a balanced capital programme for local transport improvements for 2026/27. This work has included assessing the length of time and knowledge needed to complete an assessment, the length of time a high-level assessment requires to be undertaken and whether to assess the LTP4 objectives or outcomes. It also recognises that this is a tool that needs to retain an element of professional officer judgement in developing the final balanced programme of schemes. The new approach and tool have been subject to testing as outlined in paragraphs 2.8 – 2.9.

1.4. This report only applies to those schemes prioritised for inclusion in the annual Capital Programme for Local Transport Improvements using ring fenced integrated transport government grant funding received annually and will not have any impact on shortlisting or funding of other schemes including road safety improvements delivered through the Speed Management Programme.

## 2. Supporting Information

LTP3 Sifting approach

2.1. The LTP3 scheme prioritisation approach, previously developed and approved by the Lead Member for Transport and Environment in 2011, has been used as the basis for the review. This has been used to assess and prioritise requests for schemes for inclusion in the annual Capital Programme for Local Transport Improvements between 2012/13 and 2025/26. The LTP3 approach consists of 2 key assessment stages:

(1) **A high-level sifting approach.** This stage assesses requests against LTP3 priority investment areas (coastal towns), the scale of impact and policies, which include the LTP3 objectives.
(2) **Detailed Appraisal of schemes that progressed from stage 1.** This stage reviews the policy impact and priority area. It also considered potential risks, a finance assessment and an indication of value for money.

Overview of proposed East Sussex LTP4 – High Level Sift approach

2.2. The revised LTP4 request assessment process has been developed to retain the initial high level sift and it is proposed to include three key topic areas:

- **Request and location information** – this section identifies the focus of the request and where it is located.
- **Policy Impact (LTP4)** – this section assesses how the request aligns with the East Sussex LTP4's objective outcomes (all 26 objective outcomes are outlined in Appendix 1). This is alongside an assessment of road safety crash data.
- **Other – alignment with other policies** – this section enables consideration of other policies within the department (i.e. specific road safety policies) and whether the request links with other existing or pipeline schemes that have allocated funding. This is alongside provision for any other comments that may be relevant for consideration at this early stage.

2.3. Similar to the LTP3, the policy impacts of each scheme request will be scored to support the decision-making process to inform which schemes progress to detailed appraisal. Appendix 2 outlines the topic areas that are considered as part of the assessment for LTP3 and LTP4 approaches.

Key differences between the LTP3 and LTP4 sifting approach

2.4. To ensure that the approach reflects the East Sussex LTP4, there are 2 key differences between the existing LTP3 approach and the proposed LTP4 related to sifting and detailed appraisal approaches.

2.5. Firstly, there is no weighting applied to road safety, economic growth or the geographic extent (with a weighting previously applied to schemes within the coastal towns). The East Sussex LTP4 objectives have an equal weighting.

2.6. Secondly, the focus is on assessing requests received against the 26 East Sussex LTP4 outcomes rather than the 6 objectives. Due to the comprehensive nature of the outcomes, it provides officers a more nuanced and robust approach by considering each outcome individually, rather than an overarching strategic objective.

Overview of proposed East Sussex LTP4 detailed appraisal approach

2.7. Similar to the LTP3 assessment approach, the detailed appraisal approach will consider:

- **Scheme details and location** – this includes the location details and considers factors such as levels of deprivation.
- **Policy assessment (LTP4)** – this reviews and updates the policy assessment undertaken as part of the high level sift assessment.
- **Risk assessment** – this assesses the likelihood and scale for any early identified potential risks.
- **Financial assessment** – this provides an early estimated assessment of scheme costs.
- **Economic assessment** – this helps to identify which requests are likely to provide value for money if delivered.

Testing

2.8. Early testing of the proposed approach has been undertaken with officers from the Infrastructure Planning and Place and Road Safety Teams. Testing has indicated that the location of schemes prioritised changes (because of the removal of the weighting to the geographic location of a scheme that was previously applied to the coastal towns as part of the LTP3 scheme prioritisation process).As outlined in paragraph 2.5 the East Sussex LTP4 objectives have an equal weighting. However, the testing indicated that the top 10 prioritised schemes retain a distribution across both urban and rural geographies.

2.9. Intervention types that are requested more frequently by the public (e.g. Active travel schemes, road safety related schemes), are reflected more often in the top 10 schemes prioritised, and schemes that are route based are more likely to score well.

Ongoing review of LTP4 detailed appraisal approach

2.10. The approach will be subject to ongoing review, following the development of the annual Capital Programme for Local Transport Improvements for 2026/27, to establish whether any further changes are required to inform future transport capital programmes to ensure that it is relevant and robust. The review will include any feedback from the briefing session with the LTP4 Scrutiny Member Reference Group held on 3 September 2025 and any subsequent engagement. Any further revisions will be reported to the Lead Member ahead of the decision-making meeting.

2.11. It is also important to note that changes to funding are anticipated from the UK Government. This is likely to include the provision of a longer-term funding settlement for transport. This is in association with devolution and the proposed establishment of a Sussex Mayoral Combined County Authority across East Sussex, Brighton and Hove and West Sussex in May 2026 and proposed local government reorganisation which includes the proposed development of a unitary authority in East Sussex.

2.12. Therefore, the transport priorities for the wider Sussex geography will be set by the new Mayor eventually through the development of a joint LTP across the Sussex geography. We anticipate more information becoming available in late 2025 and into 2026, which we will need to consider in the context of this transport scheme assessment process.

## 3. Conclusion and Reasons for Recommendations

3.1. With the change in policy direction for the authority as set out in the East Sussex LTP4, the request assessment process, which includes both the high level sift and the detailed appraisal assessment, have been updated to reflect these changes. The proposed assessment process will ensure that a balanced Capital Programme for Local Transport Improvements is developed in 2026/27 which includes schemes that align with the East Sussex LTP4.

3.2. To ensure that the approach remains relevant and robust, a further review will be undertaken following the development of the 2026/27 Capital Programme for Local Transport Improvements. This will be timely as the Council will also consider the anticipated changes coming forward as part of the provision of a longer-term funding settlement for transport in association with the proposed development of the Sussex Mayoral Combined County Authority, which would come into effect in May 2026. If any further changes are required to the request assessment process, this will then be reported to the Lead Member for Transport and Environment to seek approval.

3.3. Therefore, it is recommended that the Lead Member for Transport and Environment approves the revised assessment process to enable the development of the Capital Programme for Local Transport Improvements for 2026/27 which aligns with the objectives and outcomes of the East Sussex Local Transport Plan 4.

**RUPERT CLUBB**
Director of Communities, Economy and Transport

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LOCAL MEMBERS
All Members

BACKGROUND DOCUMENTS
Local Transport Plan 4 (https://www.eastsussex.gov.uk/roads-transport/transport-planning/local-transport-plan/local-transport-plan-4)

**Appendix 1 – East Sussex LTP4 – Objectives and supporting outcomes**

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| **Objective 1: Deliver safer and accessible journeys** | • Outcome 1.1: Create enhanced and inclusive transport networks for all users.<br>• Outcome 1.2: Contribute to reducing the number of casualties and collisions on our transport networks.<br>• Outcome 1.3: Contribute to improving personal safety for all journeys.<br>• Outcome 1.4: Improve interchange between travel modes.<br>• Outcome 1.5: Improve access to key local services by all modes. |
| **Objective 2: Support healthier lifestyles and communities** | • Outcome 2.1: Increase the proportion of walking, wheeling, and cycling journeys.<br>• Outcome 2.2: Increase active travel and public transport journeys through education, training, travel behaviour change initiatives and information.<br>• Outcome 2.3: Re-design road space to balance the needs of different road users, including encouraging people to walk, wheel, cycle and use the bus.<br>• Outcome 2.4: Support reduction of emissions to improve air quality.<br>• Outcome 2.5: Mitigate noise pollution through technology and design.<br>• Outcome 2.6: Improve access to green spaces, public rights of way and leisure and health facilities. |
| **Objective 3: Decarbonise transport and travel** | • Outcome 3.1: Increase the proportion of people travelling by walking, wheeling, cycling, public and shared transport.<br>• Outcome 3.2: Facilitate the uptake of ultra-low and zero-emission vehicles for journeys, through the delivery of supporting infrastructure.<br>• Outcome 3.3: Work with partners to decarbonise transport and tackle climate change. |

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| | • Outcome 3.4: Support clean technologies and fuels that contribute towards the decarbonisation of transport. |
| **Objective 4: Conserve and enhance our local environment** | • Outcome 4.1: Conserve and enhance our local and natural environment by mitigating negative impacts of transport design and delivery.<br>• Outcome 4.2: Enhance and create attractive connected communities and public spaces.<br>• Outcome 4.3: Support habitat connectivity and increase in biodiversity through the delivery of enhanced and new transport infrastructure and public spaces. |
| **Objective 5: Support sustainable economic growth** | • Outcome 5.1: Facilitate the efficient movement of goods and people.<br>• Outcome 5.2: Contribute to reducing deprivation and inequality through improved accessibility for all to employment, education, and training.<br>• Outcome 5.3: Attract and retain businesses and a skilled workforce in the county.<br>• Outcome 5.4: Enhance sustainable access to key visitor and cultural destinations.<br>• Outcome 5.5: As a local highway authority engage with our local planning authorities to deliver sustainable and well-connected housing and employment growth identified in their Local Plans. |
| **Objective 6: Strengthen the resilience of our transport networks** | • Outcome 6.1: Improve journey time reliability for people and businesses.<br>• Outcome 6.2: Enable transport journeys to be resilient, flexible, and adaptable and recover quickly from emergencies and events.<br>• Outcome 6.3: Improve the condition of highway and other transport infrastructure and assets. |

**Appendix 2 – Topics considered within the assessment for LTP3 and LTP4 approaches**

| | LTP3 Approach | LTP4 Approach |
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| **High Level Sift** | Topics considered within the assessment<br>• Request location<br>• Type of request<br>• Geographic scale of impact<br>• Policy impact assessment (LTP3 objectives)<br>• Other information appropriate to the request,<br>• Links to other schemes | Topics considered within the assessment<br>• Administrative information<br>• Type of request and location of the request<br>• Road safety assessment<br>• LTP4 policy (outcomes) assessment<br>• Other road safety policies<br>• Other information appropriate to the request, not covered by previous sections<br>• Other funding or packaging opportunities.<br>Progress decisions will be mostly impacted by the road safety and LTP4 policy assessments, with the other questions areas providing contextual information. |
| **Detailed Appraisal** | Topics considered within the assessment<br>• Scheme details – brought across from the high level sift<br>• Policy assessment<br>• Impact assessment<br>• risk assessment<br>• Financial assessment<br>• Value for money | Topics considered within the assessment<br>• Request details – brought across from the high level sift<br>• Road safety assessment – brought across from high level sift<br>• More detailed LTP4 policy assessment (uses high level sift results as a starting point)<br>• Risks<br>• Finances<br>• Economics |

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| **Report to:** | **Lead Member for Transport and Environment** |
| **Date of meeting:** | **8 September 2025** |
| **By:** | **Director of Communities, Economy and Transport** |
| **Title:** | **Highway Maintenance Incentive Funding 2025/26** |
| **Purpose:** | **To seek approval of a draft report to the Department for Transport answering questions regarding spending on highway maintenance.** |

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

1) **Note the information provided in the report regarding highway maintenance grants; and**
2) **Approve the draft East Sussex County Council Incentive Fund Report to the Department for Transport at Appendix 1.**

## 1. Background

1.1. In December 2024, the Government announced the 2025/26 Highway Maintenance Block funding allocations, including additional funding announced by the Chancellor as part of the 2024 Budget. East Sussex County Council has been allocated £15,430,000 as baseline funding plus an additional £5,570,000 'uplift' funding.

1.2. However, the uplift includes a new 'incentive' element: 25% of the additional funding for 2025/26 will be contingent on demonstrating to the Department for Transport (DfT) that the County Council is complying with certain criteria aimed at driving best practice and continual improvement in highway maintenance. For East Sussex County Council, 25% of the additional funding is £1,392,500.

1.3. The DfT has said that these new requirements stem from the recent National Audit Office report and subsequent Public Accounts Committee hearing on the Condition and Maintenance of Local Roads in England. Both have recommended that the DfT seeks to improve its understanding of the condition of the country's roads.

## 2. Supporting information

2.1. To achieve maximum funding, local highway authorities are required to complete 2 tasks:

1) Publish a plain-English report on their websites by the end of June 2025 describing how highway maintenance is funded, the state of the highway network and what they are doing to maintain it. This task has been completed: Roads in East Sussex | East Sussex County Council
2) Provide more detailed information to the DfT regarding the value of their highway assets and evidence that they are following certain best practice criteria by 31 October 2025. This will not need to be published on the website, but will need to be signed off by the Section 151 officer and either the Leader of the Council, or the Cabinet Member with responsibility for highways. A copy of the draft report has been provided at Appendix 1.

2.2. Further information regarding best practice and the new reporting requirements can be found in the Local Government Association's guide for Councillors: Improving highways maintenance productivity | Local Government Association, 7 May 2025.

Financial implications

2.3. Officers are confident that the County Council's approach will meet the criteria and allow the County Council to achieve maximum funding. However, if the County Council fails to do so, then up to £1,392,500 of potential funding could be lost.

2.4. The DfT has confirmed that payments will be made quarterly as usual. The DfT will make the assessments after submission of the second report in October 2025 and therefore it will be the fourth quarterly payment that will be reduced if authorities do not meet the criteria. The DfT has not provided any information about how they will assess authorities' responses or whether they will deduct some or all of the funding if authorities do not meet the criteria.

2.5. The DfT have indicated verbally that they may use the information to develop further criteria for a new Incentive Fund in future years, but have not provided any details. It is possible that this could be similar to the 2015/16 – 2023/24 Incentive Fund where authorities were given a proportion of their funding based on a self-assessment of how well they were meeting 21 areas of best practice. East Sussex County Council had achieved full funding in this Incentive Fund scheme.

2.6. The Council's s151 officer has approved the draft report at Appendix 1.

## 3. Conclusion and reasons for recommendations

3.1. In order to achieve maximum Government funding for highway maintenance, the Council will need to demonstrate that it meets certain best practice criteria and share this with the DfT. If the Council fails to do so the Government may withdraw £1,392,500 from the 2025/26 Highway Maintenance Block funding.

3.2. The Lead Member is therefore recommended to:

- Note the information provided in the report regarding highway maintenance grants; and
- Approve the draft East Sussex County Council Incentive Fund Report to the DfT at Appendix 1.

**RUPERT CLUBB**
Director Communities Economy and Transport

Contact Officer: Andrew Turner
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Email: Andrew.Turner@eastsussex.gov.uk

LOCAL MEMBERS

All

BACKGROUND DOCUMENTS
None

# Appendix 1: East Sussex County Council Incentive Fund Report 2025/26

1. **What is your local authority's assessment of the Gross Replacement Cost / Asset Value of your total highway assets (including bridges, cycleways, footways, drainage, trees etc but excluding land), using the HAMFIG/CIPFA methodology and the last available rates?**

**Highway Asset Valuation from Transport Infrastructure Asset Valuation 2019/20**

| Asset Group | Estimated Gross Replacement Cost 2025 | Estimated Depreciated replacement cost 2025 | Estimated Depreciation |
|---|---|---|---|
| Carriageways | £4,184,938,980 | £3,140,830,460 | £1,044,108,520 |
| Footways & Cycleways | £530,553,050 | £342,675,450 | £187,877,600 |
| Highway Structures | £692,120,400 | £394,513,150 | £297,607,250 |
| Street Lighting | £83,970,700 | £25,952,100 | £58,018,600 |
| Traffic Management | £17,528,300 | £8,130,060 | £9,398,240 |
| Street Furniture | £27,253,850 | £11,041,660 | £16,212,190 |
| **Total** | **£5,536,365,280** | **£3,923,143,880** | **£1,613,221,400** |

This valuation updates the County Council's last comprehensive asset valuation completed in 2019/20 and reflects revised average Building Cost Information Service values and depreciation estimates projected for 2025. Actual current values may differ due to changes in asset condition, market fluctuations, and investment since then.

## 2. What percentage of your current asset value has been spent on maintenance in each of the last 5 years?

| | Capital funding and borrowing | Revenue funding* | Total capital, borrowing and revenue funding | Total current asset value (using the depreciated value) | Percent of asset value spent on highway maintenance |
|---|---|---|---|---|---|
| **2020/21** | £25,838,000 | £12,911,209 | £38,749,209 | £3,923,143,880 | 0.99 |
| **2021/22** | £21,775,000 | £12,987,178 | £34,762,178 | | 0.89 |
| **2022/23** | £29,535,000 | £14,791,674 | £44,326,674 | | 1.13 |
| **2023/24** | £33,877,000 | £19,463,515 | £53,340,515 | | 1.36 |
| **2024/25** | £28,540,000 | £17,478,634 | £46,018,634 | | 1.17 |

* This figure includes spending directly on maintenance only including reactive, cyclic, preventative and non-routine winter maintenance. It does not include: costs relating to employees, premises, transport, third party payments, support services, capital financing costs or other supplies and services.

A full breakdown of revenue spending is included below:

| **Highways Revenue Budget** | **2020/21** | **2021/22** | **2022/23** | **2023/24** | **2024/25** |
|---|---|---|---|---|---|
| Employee Related Costs | £ 748,931 | £ 707,043 | £ 689,748 | £ 930,678 | £ 993,794 |
| Premises Related Costs | £ 908,679 | £ 1,218,466 | £ 1,399,846 | £ 1,545,978 | £ 2,261,338 |
| Transport Related Costs | £ 9,379 | £ 6,406 | £ 7,137 | £ 9,556 | £ 8,285 |
| Maintenance* | £ 12,911,209 | £ 12,987,178 | £ 14,791,674 | £ 19,463,515 | £ 17,478,634 |
| Other Supplies and Services | £ 1,142,590 | £ 1,400,728 | £ 1,156,954 | £ 862,130 | £ 1,250,963 |
| Third Party Payments | £ 168,000 | £ 173,770 | £ 177,245 | £ 183,904 | £ 188,860 |
| Support Services | £ 10,567 | £ 11,030 | £ 12,657 | £ 18,281 | £ 18,543 |
| Capital Financing Costs | £ - | £ 224,326 | £ 479,395 | £ 479,395 | £ 479,395 |
| **Total Revenue Expenditure** | **£ 15,899,355** | **£ 16,728,947** | **£ 18,714,656** | **£ 23,493,437** | **£ 22,679,812** |
| **Revenue Income** | **-£ 3,183,979** | **-£ 3,720,832** | **-£ 5,107,768** | **-£ 5,363,989** | **-£ 4,749,484** |
| **Total** | **£ 12,715,376** | **£ 13,008,115** | **£ 13,606,888** | **£ 18,129,448** | **£ 17,930,328** |

## 3. Does your local authority use a Customer Service / Satisfaction Survey such as the NHT network? If so, who do you use and how does this get factored into maintenance operations?

The County Council has taken part in the NHT satisfaction survey for 15 years. Trends are reported internally to help it track progress. It also helps it to analyse the impacts of any changes made to various parts of the service. It is useful to compare the County Council's own satisfaction levels with similar county councils to understand where the County Council is doing things well and not so well.

The County Council also analyses data from the NHT survey provided by people with protected characteristics to inform equality impact assessments for highway asset plans and other highway policies.

The Highways team conducts two other customer satisfaction surveys. Firstly, the customer thermometer (smiley face) survey which goes out to customers who have submitted enquiries both when they first submit their case via the web form and after their case is closed via email. Customers select their satisfaction level and also can leave individual feedback comments should they want to. Results are shared with the relevant teams every month with a view to directly changing how the County Council delivers its service where issues are repeatedly flagged.

Secondly, the telephone satisfaction survey for customers who call in with an enquiry. They are put through to a survey at the end of the call where they can rate different aspect of the service they received. The results are shared with the relevant teams every month to help identify any issues and show whether changes to the service are having a positive effect.

## 4. Does your authority carry out benchmarking of its performance with other authorities, and can you provide evidence of that?

The County Council is a member of the Future Highways Research Group (FHRG) which gives it a way of communicating with similar authorities to understand their policies and processes and to identify any gaps in the County Council's own service. Recent examples of information gathered through this channel are gully maintenance, weed spraying and winter gritting routes.

The County Council is part of the NHT Performance Management Framework benchmarking group and it submits data annually for comparison with similar authorities. NHT Performance Management Framework. NHT PMF). The data is useful to help the County Council understand where potential issues with its service may lie. However, it is aware that not all authorities record and measure things in the same way so this creates some limitations to benchmarking.

In 2023 the County Council carried out a benchmarking exercise with other authorities looking at NHT survey satisfaction ratings against potholes per km and

comparison of authorities' investigatory levels, budget, customer complaints and SCANNER results.

The County Council takes part in the CQC survey each year, which helps to quantify the efficiency of the authority, the improvement in effectiveness and resultant efficiency savings for carriageway investment.

Annually the County Council also takes part in the Asphalt Industry Alliance ALARM Survey which covers a range of topics and provides national and regional feedback.

## 5. Do you have a highways asset management performance management framework against which you are regularly tracking performance?

There are a number of processes in place to ensure the performance of the highways maintenance contract is effectively monitored to ensure it is meeting the County 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.

In line with these, the Highways and Infrastructure Services Contract 2023-30 has been developed to achieve the following service outcomes:

| | Service Outcome | Description |
|---|---|---|
| 1 | Quality Assurance | Deliver an efficient and effective right-first-time service. |
| 2 | To have the best Area Network condition for the investment available | Deliver best value within the available resources through the implementation of the asset management strategy. |
| 3 | Effective Stakeholder Engagement | Engage effectively to understand and meet the needs of our stakeholders to deliver a right first-time service delivery. |
| 4 | Sustainable Economic Growth | Enhance the local economy through network expansion and improvement to meet the growth agenda, whilst optimising and improving network performance.<br><br>Delivery of economic, social and environmental value. |
| 5 | Carbon Reduction | Develop and sustain operations that achieve carbon reduction over the contract duration, working towards the target of net zero by 2050. |

The performance framework is spilt into a number of key activities:

1. General performance management
2. Client's Incentive Scheme
    - Part A – Service Performance Indicators (SPIs)
    - Part B – Key Performance Indicators (KPIs)
3. Corporate reporting against wider Client performance targets

See question 6 below for details of the contract SPIs and KPIs. The performance management framework includes the review and audit of the performance indicators using an evidence-based audit process. This is regularly reported to and monitored by the Service Management Board, made up of managers from the contractor and the client, and adjustments to service are made where the need for improvement is identified.

There are two incentives within the contract for the contractor to perform well: the SPI reward model and the KPI extension model. The SPI reward model is based on the performance of the individual SPIs in each service year and allows the contractor access to a financial reward should levels of performance meet or exceed the service requirements, and the contractor's works costing less than the expected Target Costs. Conversely, the contractor puts its declared profit at risk from poor performance. The KPI extension model provides the contractor an opportunity to access the seven-year extension of the contract if all the KPIs are met or exceeded.

Corporate reporting is covered in the County Council's Communities, Economy & Transport Portfolio Plan 2025/26 – 2027/28 (published in April 2025) which sets out the targets for road condition in the county as well as targets for red claims responses and free flowing gullies as set out in the table below.

| **Performance measure** | **Target 2025/26 to 2027/28** | **2024-28 Outcome Summary** |
|---|---|---|
| Percentage of Principal roads requiring maintenance | 7% | A satisfactory standard of road condition across all road types is achieved and maintained |
| Percentage of Non-Principal roads requiring maintenance | 8% | A satisfactory standard of road condition across all road types is achieved and maintained |
| Percentage of Unclassified roads requiring maintenance | 25% | A satisfactory standard of road condition across all road types is achieved and maintained |
| Percentage of highway gullies that are free flowing and clear of obstruction | 98% | Reduce water damage to the carriageway caused by drainage |

| | | |
|---|---|---|
| | | issues, maintaining a good standard of road condition. |
| Percentage of insurance claims handled (to first decision stage) within legal time | 95% | Ensuring the efficiency of the process has a positive impact on claimants, insurers and meeting our own legal obligations. |

## 6. What are your KPIs for maintenance?

The County Council uses the following service performance and key performance indicators.

| Outcomes | Name | Brief description |
|---|---|---|
| SPIs | | |
| Quality Assurance | Response within time | Safety defects, hazards or Incidents attended within time |
| Quality Assurance | Safety defect correction within time for Carriageway/ Cycleway/ Footway asset types | Category 1, category 2 and category 3 safety defects relating to carriageway, cycleway and footway repaired within their respective response times |
| Quality Assurance | Works/faults and safety defects correction within time for other asset types | Works/faults and safety defects relating to other assets repaired within their respective response times. |
| Quality Assurance | Safety defects permanently repaired first time | Safety defects permanently repaired first time from SPI 03 and SPI 04 |
| Quality Assurance | Winter Maintenance | Precautionary treatments completed to timescale |
| Quality Assurance | Defect free *works* | Percentage of jobs that are Defect free following the *Contractor* notification of completion (Core, Work and Work Group Activities) |
| Quality Assurance | Notified Defects | Notified Defects in relation to Work and Work Group Activities corrected within the *defect correction period* |
| Quality Assurance | Programme Delivery – Work Activities | % of all Works Activities that are completed within the Service Year |
| Quality Assurance | Final Accounts | % Final accounts submitted on time |
| Quality Assurance | Permit regulations met on site | Works inspected that comply with agreed permit conditions, and permitted works with appropriate start/stop notifications |
| Effective Stakeholder Engagement | Well planned permits | Permit submission timescales comply with the legislative requirement, and are completed within the agreed permit duration (Contractor works only) |
| Effective Stakeholder Engagement | Works Activities started on time | Percentage of Works Activities started at right time according to published stakeholder communications |

| | | |
|---|---|---|
| Effective Stakeholder Engagement | Works communications | Appropriate advanced communications issued in accordance with the Scope (Core and Work Activities) |
| Effective Stakeholder Engagement | SPI 14 – Communications - Timely Response | Delivery of Contractor's Communication timeframes in compliance with the Stakeholder Engagement Plan |
| Effective Stakeholder Engagement | Third party claims timely response | Percentage of responses sent to claimants within timeframe |
| Promote Economic Growth | Social Value Plan Commitments | Conformity to the Social Value Plan |
| Promote Economic Growth | Local Supply Chain and Local SME's | % of Contractor's Defined Cost spent locally |
| **KPIs** | | |
| Quality Assurance | KPI 1 | Combined SPI 1-10 performance within KPI 1 |
| Effective Stakeholder Engagement | KPI 2 | Combined SPI 11-15 performance within KPI 2 |
| Promote Economic Growth | KPI 3 | Combined SPI 16-17 performance within KPI 3 |
| Promote Economic Growth | Supply chain strategy | Delivery of supply chain strategy |
| Carbon Neutrality | Carbon Reduction Plan | Delivery of annual Carbon Reduction Plan |
| Quality Assurance | Business Improvement | Contractors' performance against contractor's quality plan |

## 7. Does your authority have, and can you provide a weblink to: a Highways Asset Management Plan (HAMP); and a Resilient Network plan.

Copies of the Council's Highway Network Resilience Plan, Highway Asset Management Policy and Strategy can be found on the East Sussex County Council website: Highway policies | East Sussex County Council (Note these are currently under review and updated versions will be published in September 2025).

8. **Can you confirm that your Local Authority has provided, or will provide, DfT with all of the data required under the annual Single Data List requirements in 2025, namely:**

    - 130-01: Principal roads where maintenance should be considered.
    - 130-02: Non-principal classified roads where maintenance should be considered.
    - 130-03: Skidding resistance data
    - 130-04: Carriageway work done from April 2024 to March 2025
    - 251-01: Winter salt stock holdings for winter 2025.

    The County Council provides the DfT with all of the information above annually and will continue to do so in 2025.

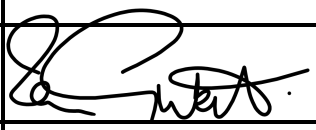
## 9. In addition to the data required for the Single Data List what other data does your authority collect on the condition of its highway assets, including footways, cycleways, structures, and lighting columns? To what standard do you collect this data and with what frequency?

In 2024/25 the County Councils carried out a Footway Network Survey as per the UKPMS guidance. This was an adhoc survey which saw 64% of the network surveyed.

East Sussex County Council also carries out negative urban and rural tree surveys on a five yearly basis using the principles of Visual Tree Assessment.

As part of the County Council's regular safety inspections stewards now grade network sections (carriageway and footways) as good, fair or poor. This has been carried out since 2023 and is an addition to the general observations of defects which do not meet investigatory levels. (See Inspection Manual and Investigatory Level Matrix for details).

The County Council's highway contractor is currently trialling SmartVision X to aid with safety inspections.

| **The information in this report is complete and correct to the best of my knowledge** | | | |
|---|---|---|---|
| **Role** | **Name** | **Signature** | **Date** |
| Head of Highways | Andrew Turner |  | 24 July 2025 |
| S151 Officer | Ian Gutsell |  | 13 August 2025 |
| Lead Cabinet Member for Transport and Environment | Claire Dowling | | |

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| | |
|---|---|
| **Report to:** | **Lead Member for Transport and Environment** |
| **Date of meeting:** | **8 September 2025** |
| **By:** | **Director of Communities, Economy and Transport** |
| **Title:** | **Review of Strategic Highway Policies and Asset Management Plans** |
| **Purpose:** | **To present the outcomes of three related strands of work undertaken as part of the Council's scheduled review of strategic highway documentation. The report outlines how this review will maintain compliance with legislative requirements and is integral to securing maximum Department for Transport (DfT) Incentive Fund allocation.** |

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

**(1) Note the outcomes of the strategic review process**

**(2) Approve the revised versions of the:**

**a) Highways Asset Management Policy as set out at Appendix 3;**
**b) Highway Infrastructure Asset Management Strategy as set out at Appendix 4;**
**c) Highway Network Resilience Plan as set out at Appendix 8;**
**d) Highways Drainage Asset Management Policy as set out in Appendix 5; and**
**e) Drainage Asset Management Plan (DAMP) as set out at Appendix 6;**
**and**

**(3) Approve the implementation of new policies:**

**a) Commuted Sums Policy and Guidance Note as set out at Appendices 9 and 10; and**
**b) Winter Service Policy as set out at Appendix 11**

**with immediate effect, subject to final formatting and publication.**

## 1. Background Information

1.1. As part of the Department for Transport's (DfT) Incentive Funding requirements, East Sussex County Council (the Council) is committed to publishing a clear and effective asset management approach. The Council's current suite of strategic highway documents has served well, and this scheduled review provides an opportunity to enhance scope, consistency, and relevance.

1.2. We wish to ensure that The Council's asset management approach follows a clear "Policy to Pavement" pathway. I.e. Policies set statutory duties, local priorities, and outcomes; these are translated into Strategies and then into detailed asset management plans that guide delivery in practice. This ensures a direct line of sight from high-level decisions to the condition of the network, providing transparency on service levels, trade-offs, and the Council's focus on keeping critical routes and vulnerable users as the top priority.

1.3. This review has been undertaken now as part of the Council's planned cycle of strategic document updates, ensuring our asset management approach remains aligned with the latest DfT

requirements, current legislation, and emerging best practice. It also reflects recent sector developments, including advances in asset data systems, predictive modelling, and learning from benchmarking with other high-performing authorities.

1.4. The review of the Asset Management Policy and Strategy is intended to set the overall direction and tone for the Council's suite of highways asset management documents. This approach and style will be applied consistently across all asset groups to ensure a coherent, integrated framework, with the Drainage Asset Management Plan providing an example of what the individual asset management plans will look like.

1.5. The updates and new policies will be implemented within existing budgets and staffing resources. No additional funding is required and maintaining Band 3 status under the DfT Incentive Fund will continue to secure the maximum level of highways funding available to the Council.

1.6. In practical terms, these changes mean better prioritisation of maintenance works, stronger planning for severe weather, improved drainage management to reduce flooding, and clearer communication with residents and Councillors about how decisions are made.

## 2. Supporting Information

Element 1: Revisions to the Asset Management Policy and Highway Infrastructure Asset Management Strategy

2.1. **Summary of Formatting Enhancements** – These formatting refinements collectively aim to make the documents more user-friendly for Council Members, operational teams, and the public, promoting improved understanding, consistent implementation, and transparent governance. To enhance the usability and professionalism of the strategic highway documents, the following formatting changes have been implemented:

- **Consistent Document Structure**: All documents now follow a standard format with clearly defined sections, headings, and subheadings. This consistent structure improves navigation and enables users to locate information quickly and intuitively.
- **Unified Terminology and Style**: Terminology and acronyms have been standardised across all documents to avoid confusion and maintain a professional tone.
- **Improved Referencing and Cross-Referencing:** Citations of legislation, standards (including ISO 55000), and internal documents have been updated and formatted uniformly. Cross-references within and between documents have been added or improved to reinforce coherence and ease of use.
- **Accessibility Considerations:** Where appropriate, document formats now adhere to accessibility best practice, including appropriate font sizes, contrast and clear language, to ensure materials are usable by a diverse range of stakeholders, including those with disabilities.

2.2. ***Key Changes to Documents*** – Following this comprehensive review, the key amendments made to each strategic document are summarised in Appendix 1, highlighting the specific changes and the underlying reasons that informed these updates.

2.3. ***Benchmarking Overview*** – As part of the Council's commitment to continuous improvement and to ensure ongoing alignment with national best practice, officers have undertaken a benchmarking exercise comparing the Council's asset management documentation with that of

2 neighbouring authorities: Kent County Council and West Sussex County Council. Both are recognised for their similarly mature asset management approaches and have demonstrated strong alignment with the Well-Managed Highway Infrastructure (WMHI) Code and wider industry standards. This exercise focused on reviewing the structure, content, and strategic clarity of East Sussex County Council's documents, particularly the extent to which they reflect a risk-based approach to managing highway infrastructure. The detailed findings of the benchmarking review are provided in Appendix 2.

2.4. ***Maturity Model Evolution*** – A maturity model in asset management is a structured framework used to evaluate how systematically and effectively an organisation manages its assets. It highlights current capabilities, identifies areas for refinement, and supports continuous progression from basic compliance to fully integrated, strategic asset management aligned with long-term objectives.

2.5. ***Current Maturity Position*** – Recent developments in the Council's asset management approach suggest that East Sussex County Council has progressed from a Level 1–2 maturity, characterised by basic inventory management and reactive maintenance, towards Level 3–4 maturity, where predictive modelling, integrated data systems, and defined service standards are now in place. This shift brings the Council more closely in line with best practice guidance and regulatory expectations, including:

- Well-Managed Highway Infrastructure
- ISO 55000 asset management principles
- Environment Act 2021 requirements

2.6. A proposed updated Highway Asset Management Policy can be found at Appendix 3 and a proposed updated Highway Infrastructure Asset Management Strategy 20225-20230 can be found at Appendix 4.

Element 2: Revised Highways Drainage Asset Management Policy, Drainage Asset Management Plan and Updated Highway Network Resilience Plan

2.7. The Drainage Policy (2018) as set out in Appendix 5, has been reviewed and revised to become a true strategic policy. The new policy sets out high-level commitments, while the operational detail has been transferred into the Drainage Asset Management Plan 2025–2030 (Appendix 6 and summarised in Appendix 7). This clearer separation strengthens the overall framework and aligns with the Council's in-house style. Key differences between the old and new policy are:

- The old policy combined policy and operational detail; the new policy sets high-level direction, with detail placed in the Drainage Asset Management Plan.
- The old policy tied drainage explicitly to Council priorities and funding efficiency, the new policy frames drainage in terms of risk, resilience, climate adaptation and compliance.
- The old policy was short but operational; the new policy is slightly longer, more strategic, and consistent with the refreshed corporate style.

2.8. The Drainage Asset Management Plan and Highway Network Resilience Plan have been updated to provide clearer, more integrated frameworks for protecting the highway network against

flooding, severe weather, and other disruptions. The proposed updated documents incorporate the following changes:

- Incorporates the same formatting enhancements and consistency measures outlined in paragraph 2.1, ensuring clarity, accessibility and ease of navigation.
- Clarifies asset responsibilities, improves risk-based prioritisation, and ensures drainage investment targets the areas of greatest need.
- The proposed updated Highway Network Resilience Plan found at Appendix 8, strengthens planning for severe weather and disruption, incorporating the latest resilience principles and links to the Council's resilient network.
- Both documents are included in the summary of key changes at Appendix 1 and fully align with WMHI Code, ISO 55000, and Environment Act 2021 requirements, ensuring national compliance and best practice integration.

Element 3: Introduction of Two New Targeted Policies

2.9. ***Commuted Sums Policy – Current Process and Formalisation*** – The Council currently agrees commuted sums with developers on a case-by-case basis to cover the future maintenance costs of newly adopted assets. These sums are secured through legal agreements and held for use when maintenance is required. This approach has allowed the Council to draw down funds to meet long-term maintenance obligations; however, it relies on individual negotiations and varying practices. While effective for high-value items, such as structural works on bridges, the process is time-consuming and impractical for lower-value assets, for example, replacing a single lighting column. In these cases, the Council has often absorbed the maintenance cost without additional funding being released from the commuted sum. The proposed Commuted Sums Policy (Appendix 9) proposed Public / Developers Guidance Note (Appendix 10) will standardise the calculation, and collection process, ensuring transparent, consistent, and equitable arrangements in line with national best practice.

2.10. ***Winter Service Policy – Update and Refinement*** – The Council's existing Winter Service Policy has provided the framework for the current highways contract and supported effective winter service delivery; a scheduled review identified the need for refinement. The proposed updated policy can be found at Appendix 11 and sets out clear, transparent criteria for the inclusion of roads within the primary salting network and will make explicit reference to the Council's resilient network, ensuring winter service priorities are closely aligned with network resilience objectives.

2.11. The Winter Service Policy forms the strategic tier of a 3-tier framework, developed in line with recognised best practice, which also includes a public-facing plan and an operational handbook. Together, these tiers provide a clear and transparent structure for delivering winter service, ensuring consistency in approach, operational efficiency, and public understanding:

- Winter Service Policy – sets the strategic direction and principles for winter service delivery.
- Public-facing plan – communicates the service approach, priorities and expectations to residents and stakeholders (prepared by the Contractor in partnership with the Contract Management Group's Asset Management Team).
- Operational handbook – provides detailed procedures and guidance for delivery teams - prepared by the Contractor and updated annually.

## 3. Conclusion and Reasons for Recommendations

3.1. This scheduled review forms part of the Council's planned cycle of strategic document updates. It builds on the established and effective framework provided by the existing strategic highway policies and asset management plans, ensuring they remain fit for purpose and aligned with current legislation, national guidance and recognised best practice. The review is a proactive measure to maintain clarity, consistency, and transparency in the Council's approach.

3.2. Approval of the revised documents and new targeted policies will:

- Maintain the Council's DfT Incentive Fund Band 3 status, securing the highest level of funding available.
- Provide clear, documented frameworks for decision-making, complementing the robust approaches already in place.
- Strengthen planning for severe weather, enhance drainage management, and ensure investment priorities are based on risk and whole-life value.
- Formalise a consistent, transparent approach to developer contributions through the Commuted Sums Policy; and
- Establish a clear basis for responding to future winter service network requests without altering existing agreed routes, ensuring continuity while improving clarity.

3.3. These updates will not reduce service levels or change existing commitments, and no additional funding is required. They have been developed entirely within existing budgets and staffing resources and are designed to strengthen the Council's asset management approach, improve operational practicality, and provide greater transparency for Members, staff and the public.

3.4. The revisions and new policies reflect developments in legislation, national guidance, and asset management practice, and have been informed by benchmarking with other high-performing authorities and the Council's own advancements in asset management maturity.

**RUPERT CLUBB**
Director of Communities, Economy and Transport

Contact Officer: Rosslyn Mills
Email: rosslyn.mills@eastsussex.gov.uk

LOCAL MEMBERS: All

BACKGROUND DOCUMENTS:

- Highway Asset Management Policy 2022: https://www.eastsussex.gov.uk/roads-transport/roads/highway-policies/highway-asset-management-policy
- Highway Infrastructure Asset Management Strategy 2022-2028: https://www.eastsussex.gov.uk/media/x0jnvafd/asset-management-strategy-2022.pdf
- Highway Network Resilience Plan 2022: https://www.eastsussex.gov.uk/media/1utlsbyh/highways_network_resilience_plan_2022_master.pdf

- Drainage Policy 2018: https://www.eastsussex.gov.uk/roads-transport/roads/highway-policies/drainage-policy

APPENDICES:

Appendix 1 – Summary of Key Changes to Strategic Highway Documents
Appendix 2 – Benchmarking Review Findings
Appendix 3 – Highway Asset Management Policy
Appendix 4 – Highway Infrastructure Asset Management Strategy 2025-2030
Appendix 5 – Highway Infrastructure Drainage Policy 2025
Appendix 6 - Highway Drainage Asset Management Plan 2025-2030
Appendix 7 – Drainage Asset Management Plan Summary
Appendix 8 – Highway Network Resilience Plan 2025-2030
Appendix 9 – Draft Commuted Sums Policy
Appendix 10– Draft Commuted Sum at New Development Guidance Note
Appendix 11 – Draft Winter Service Policy

# Appendix 1

This appendix outlines the specific updates or modifications that were made to the Highways Asset Management Policy and Highways Infrastructure Management Strategy.

These changes were made as part of a strategic review process, with the goal of ensuring that these documents remain:

- **Legally Compliant:** In line with current legislation and regulatory requirements.
- **Financially Accountable**: Aligned with funding conditions and obligations from stakeholders or governing bodies.
- **Performance-Oriented:** Focused on maintaining or improving the performance, reliability, and safety of highway assets.
- **Aligned with Industry Best Practices:** Reflective of current standards and leading practices in infrastructure and asset management.

In addition, this work forms part of a broader initiative to develop a uniform suite of documents. This means creating a consistent, integrated set of policies, plans, and procedures that work together cohesively. The goal is to improve clarity, reduce duplication, and support more effective decision-making across all aspects of highway infrastructure management.

**Key Changes to Asset Management Policy**

| Area | Earlier Policy Version | Updated July 2025 Version | Key Change Summary |
|---|---|---|---|
| **Purpose of Policy** | Focused on optimising long-term condition and investment. | Expanded to include sustainability, resilience, and local challenges such as aging assets and climate risks. | Broadened the strategic scope to reflect modern challenges and East Sussex Highways goals. |
| **Asset Management Approach** | Lifecycle-focused with emphasis on optimisation and strategy delivery. | Lifecycle-based and resilience-led; includes innovation and proactive risk mitigation. | Added focus on climate adaptation, network resilience, and innovation. |
| **Risk-Based Approach** | Implied in delivery statements. | Explicitly stated as a foundational approach, especially in response to climate impacts and asset deterioration. | Clearer emphasis on structured, proactive risk management and hazard planning. |

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| **Sustainability / Climate Policy Link** | Mentioned only via environmental compliance. | Linked directly to the Climate Emergency Plan and carbon reduction goals. | Integration of climate policy into operational asset management planning. |
| **Council Priorities** | Four ESCC priority outcomes identified; "making best use of resources" as gateway. | Same four outcomes; strengthened focus on how they shape all decisions and priorities. | Retained structure but enhanced explanation of how priorities drive actions. |
| **Compliance & Collaboration** | General commitment to compliance and partnership. | Strengthened focus on collaboration, Resilient Network prioritisation, and maximising funding. | Increased emphasis on external collaboration and network continuity. |
| **Stakeholder Engagement** | Emphasis on improving communication. | Expanded to include trust-building, transparency, and community responsiveness. | Enhanced role of the public and stakeholders in shaping priorities. |
| **Innovation & Technology** | Not explicitly referenced. | Included as a formal principle to support continuous improvement and modernisation. | Introduced innovation as a core enabler of better asset management. |
| **Performance Monitoring** | Monitoring tracked and reviewed but not detailed. | Mentions published indicators and performance tracking against defined objectives. | Stronger accountability mechanisms, including performance reporting. |
| **Policy Oversight** | General compliance expected from officers. | Delivery overseen by officers with clear responsibilities. | Formalised governance and ownership of policy delivery. |
| **Supporting Documents** | Council Plan, Strategy, Local Transport Plan. | Expanded list includes Resilience Plan and Climate Emergency Plan. | Integration of broader plans into policy framework for alignment. |

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| **Continuous Improvement** | General reference to improvement. | Defined expectation for officers and partners to support improvement and skills development. | Broader commitment to capacity-building and future-readiness. |
| **Review Mechanism** | Implied but no specific timeline. | Formal review cycle established (every 3 years). | Introduced a structured policy review process. |

In summary the 2025 version of the Highway Asset Management Policy:

- Modernises the original policy with clear emphasis on climate adaptation, resilience, and innovation.
- Strengthens transparency, governance, and public engagement.
- Moves from “optimisation-focused” to “resilience and risk-led” infrastructure planning.
- Positions East Sussex County Council at the forefront of progressive asset management, aligned with national best practices and local environmental targets.

**Key Changes to Highway Infrastructure Asset Management Strategy (2025–2030)**

| Area | 2022–2028 Strategy | 2025–2030 Strategy | Key Change |
|---|---|---|---|
| **Strategic Alignment** | Based on Highway Maintenance Efficiency Programme (HMEP) and UK Code of Practice | Aligned with ISO 55000 and HMEP guidance | Shift to internationally recognised asset management standards |
| **Vision** | Focus on sustainable, safe, efficient transport | Expanded to include resilience, inclusion, and economic prosperity | Broader, more socially and economically aligned vision |
| **Climate Change** | High-level mention of carbon neutrality | Dedicated section with climate adaptation, carbon reduction, and energy transition | More proactive and measurable climate response |
| **Network Resilience** | Mentioned as important | Defined as Category 1 in hierarchy; prioritised in investment | Now central to strategy and maintenance planning |
| **Managed Decline** | Not formally acknowledged | Explicitly adopted for low-priority assets | Acknowledges funding limitations and focuses on sustainability |

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|---|---|---|---|
| **Asset Hierarchy** | 6-tier hierarchy based on usage and function | 7-tier hierarchy with new "Resilient Network" category | Resilient assets prioritised across asset types |
| **Lifecycle Planning** | Described conceptually | Detailed modelling using Confirm and Predictor software | Data-driven, risk-based scenario forecasting |
| **Data Confidence** | General discussion | Scored A–D by asset type, with improvement plan. This takes into account accuracy, volume, timeliness and completeness | Introduced quantitative data quality metrics |
| **Financial Planning** | Emphasis on efficiency and resilience | Forecast £105M investment; details impact of funding gap | Greater financial transparency and realism |
| **Performance Management** | KPIs used for oversight | SPIs and KPIs tracked through NEC4 contract and Service Management Board | Improved governance, contract accountability |
| **Innovation & Technology** | Encouraged but vaguely described | Explicit tools (AI inspections, digital twin potential, Confirm AMS) | Strategic use of digital solutions for optimisation |
| **Governance Structure** | Contract management focus | Includes governance boards, audits, service reviews | Clear multi-tier governance and assurance model |
| **Stakeholder Engagement** | Acknowledged as important | Structured engagement (public, strategic partners, elected members) | Systematic, embedded engagement approach |
| **Document Format** | Strategy interwoven with technical detail | High-level strategy: technical details moved to Highway Infrastructure Asset Management Plans (HIAMPs) | Separation of strategy (HIAMPs) from delivery (HIAMPs) for clarity |

In summary, the Highway Infrastructure Asset Management Strategy (2025–2030):

- Aligns with ISO 55000, embedding international best practice in asset management governance, lifecycle planning, and risk control.

- Prioritises resilience, introducing a new “Resilient Network” hierarchy level to focus funding on strategically vital assets.
- Responds proactively to the climate emergency, incorporating adaptation, carbon reduction, and energy transition into all aspects of the strategy.
- Embraces digital transformation, using tools like Confirm AMS and Predictor to support data-driven decision-making and long-term modelling.
- Introduces a “Managed Decline” approach for low-priority assets to maximise value from constrained resources while protecting key infrastructure.
- Enhances transparency and accountability with clearer governance, NEC4 performance contracts, and public engagement frameworks.
- Establishes a strategic roadmap for continuous improvement across five development areas, including data quality, innovation, and revaluation.
- Reflects updated financial forecasts and investment needs, with realistic planning for an expected £105 million capital requirement over the period.
- Provides strategic leadership while separating tactical delivery into individual HIAMPs for operational clarity.

**Changes to Highways Network Resilience Plan 2025-2030**

| Area | 2022 Plan | 2025 Plan | Key Change Summary |
|---|---|---|---|
| **Methodology** | All industrial parks were included as locally important facilities, regardless of size or the nature of the businesses located there. | The selection criteria have been increased to included designated fuel stations.<br>Industrial parks will now be included on a case-by-case basis. | Refined the selection criteria for selecting the roads on the resilient network. |
| **Minimising Risk** | Ice and snow covered the gritting requirements | The Ice and snow plans have been expanded to cover sections which cannot be gritted by a lorry. | Updated the ice and snow plan description |

In summary, the Highways Network Resilience plan has been updated to refine the selection criteria. This has led to a minor update to the network.

**Changes to Drainage Asset Management Plan 2025-2030**

The DAMP is being presented alongside the revised Drainage Policy, which has been updated to provide high-level strategic commitments, while the detailed operational content has been repositioned into the DAMP as the most suitable format. Together, the revised Policy and the DAMP establish a clear framework: the Policy sets direction and principles, while the DAMP translates these into a structured, risk-based plan for delivery.

The plan is strategic in nature, recognising that drainage management directly affects the condition of the County Council’s carriageways and footways, and is now framed around risk, resilience, climate adaptation and compliance, rather than solely efficiency.

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| Area | 2015–2018 Strategy | 2025–2030 Plan (DAMP V2) | Key Change Summary |
|---|---|---|---|
| **Scope and Structure** | Strategic guidance document, 12 pages long, focused on goals and starting point. | Comprehensive 30+ page operational plan with clear sections, appendices, and implementation pathways. | Evolved from high-level intent to full strategic-operational integration. |
| **Asset Knowledge** | Focused on gullies, grips, and ditches. Pipes and connectivity largely unknown. | Full inventory of gullies, pipes, culverts, soakaways, ditches, etc., with estimated condition grading. | Improved asset database and condition awareness; foundational for data-driven planning. |
| **Approach** | Reactive maintenance dominant, early asset surveying underway. | Lifecycle-based, proactive, and risk-prioritised with performance targets. | Shifted to modern asset management practices aligned with ISO 55000. |
| **Performance Targets** | No KPIs or quantified targets. | Specific KPIs for condition, response times, and inspection coverage. | Introduction of clear, measurable performance metrics. |
| **Community Engagement** | Mention of collaboration with internal/external partners. | Dedicated section on stakeholder roles, public reporting, feedback loops. | Broadened engagement to include public, parishes, and community groups. |
| **Technology & Data Systems** | Basic assets register in development, little integration. | Confirm system fully embedded with GIS, risk overlays, and performance dashboards. | Strong integration of technology, automation, and digital workflows. |
| **Climate Resilience** | General awareness of changing weather patterns. | Explicit actions for adaptation, risk overlays, resilience building. | Climate resilience moved from background concern to strategic driver. |
| **Risk Management** | Mentioned qualitatively, no scoring or formal system. | Formalised risk scoring matrix using likelihood, consequences, and criticality. | Embedded risk profiling across planning, maintenance, and funding prioritisation. |
| **Partnerships & Governance** | Collaboration highlighted (Environment Agency, Southern Water), no statutory clarity. | Clear roles for Lead Local Flood Authority, enforcement protocols (e.g. Land Drainage Act), developer guidance. | Stronger legal and procedural framework, especially for private connections and riparian duties. |
| **Innovation & Continuous Improvement** | Acknowledged need to improve asset knowledge. | Innovation seen as essential; includes AI, remote sensing, smart inspections. | Introduced dedicated development areas and innovation roadmaps. |

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| **Capital Investment Justification** | Planned to support DfT Challenge Fund bids with limited data. | Uses lifecycle costs, risk scores, performance gaps to guide investment. | Moved to evidence-based budgeting and asset-level forecasting. |
| **Asset Types & Definitions** | Basic (gullies, ditches, grips). | Comprehensive classification with glossary and function-based asset types. | Created a functional taxonomy to support clearer analysis and planning. |
| **Service Levels** | No explicit levels of service defined. | Defined standards for drainage asset condition, response times, and cleansing cycles. | Levels of service are now embedded in operational strategy. |
| **Adoption & Third-Party Connections** | No clear guidance. | Full legal, procedural and technical guidance for asset adoption and connections. | Adds controls to protect asset integrity and system performance. |
| **Development Areas / Action Plan** | High-level action plan aligned to DfT Incentive Fund needs. | 7 structured development areas with targets and responsibilities. | Action plan expanded to cover data quality, resilience, climate, and systems integration. |

In summary, the Drainage Asset Management Plan 2025–2030:

- Goes beyond strategy into operational delivery (previously covered only in contractual agreements).
- Includes financial planning, community alignment and legal control.
- Embeds climate resilience and innovation into core policy.
- Sets a higher standard for performance, transparency and accountability.

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## Appendix 2 Benchmarking Findings

To inform the review of County Council's asset management approach and strengthen alignment with best practices, a benchmarking exercise was conducted comparing the County Council's current strategic highway policies and asset management framework against two neighbouring authorities: West Sussex County Council and Kent County Council.

| Aspect | West Sussex County Council | Kent County Council | East Sussex (current vs. updated) |
|---|---|---|---|
| **Document Structure & Integration** | Comprehensive, integrated asset management framework combining highways, bridges, and other assets in a single suite. Documents are regularly reviewed and clearly linked to strategic outcomes. | Similar integrated approach, with a strong emphasis on risk-based maintenance and long-term investment strategies. Strategic documents include detailed service standards and performance targets. | Current documents are fragmented; updated suite aims to adopt a unified and clearly structured framework aligned with ISO 55000. |
| **Use of ISO 55000 Principles** | Explicit adoption of ISO 55000 framework to guide lifecycle planning, risk management, and continuous improvement. | Embedded ISO 55000 concepts in policy updates and operational practices, with regular maturity assessments. | Limited current reference: updated plans will incorporate ISO 55000 principles to enhance asset management maturity. |
| **Resilience and Climate Adaptation** | Includes specific strategies to enhance network resilience against climate impacts, including flood risk management and extreme weather planning. Climate change is embedded in lifecycle planning. | Proactively integrates resilience into asset management, with risk assessments focused on critical infrastructure vulnerabilities and adaptation measures to maintain service continuity. | Current documents lack explicit resilience focus; updated plans introduce resilience as a core principle. |
| **Performance Management & Key Performance Indicators (KPIs)** | Well-developed KPIs linked to strategic goals, including asset condition, safety, and customer satisfaction. Data-driven decision- | KPIs aligned with national reporting requirements and local priorities; extensive use of benchmarking data. | Current KPIs are underdeveloped; new framework includes refined KPIs on resilience, sustainability, and service levels. |

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| | making supported by digital tools. | | |
| **Risk-Based Asset Management** | Uses risk matrices to prioritise maintenance and renewal, balancing likelihood and consequence of asset failure. Decisions supported by quantitative data and stakeholder input. | Employs a risk-based framework consistent with Well Managed Highway Infrastructure Code and ISO 55000, focusing resources on high-risk assets and critical network sections to optimise safety and service. | Risk-based approaches are limited or informal; updated policies embed structured risk assessment processes to support evidence-based decision making. |
| **Stakeholder & Public Engagement** | Proactive engagement with stakeholders and public via consultations, clear communication protocols, and transparent reporting. | Regularly conducts public consultations, integrates feedback into policy revisions, and maintains accessible information portals. | Engagement limited; updated communication protocols and need for transparency in revised documents. |
| **Technology & Innovation** | Use of GIS, real-time asset monitoring, and digital inspection tools to improve data accuracy and operational efficiency. | Deployment of mobile inspection apps, asset management software, and route optimisation technologies. | Current technology adoption limited; updated plans promote increased digital integration for inspection and reporting. |

In summary, East Sussex builds on an established foundation of sound asset management by aligning more closely with ISO 55000 and national standards, drawing on the mature practices demonstrated by West Sussex and Kent. The updated suite of strategic documents represents a forward-looking evolution. Closing identified gaps, modernising existing processes, and strengthening the county's commitment to a systematic, risk-based and value-focused approach to highway asset management.

# Highway Asset Management Policy
# East Sussex County Council

**Policy Owner:** Highway Asset Management Team

**Approved By:** Lead Member Transport and Environment

**Date of Approval:** July 2025

**Review Date:** July 2028

## Purpose of Policy

To create long-term value by maintaining a safe, sustainable, and resilient highway network that supports the needs of our communities and economy. East Sussex County Council recognises that an asset management approach is essential to achieving this, aligning with our Council Priorities and Local Transport Plan.

This policy reflects East Sussex's commitment to maintaining highway infrastructure in a financially responsible manner. It follows national best practices while addressing local challenges such as aging assets and climate risks, ensuring that decisions are data-driven, risk-based and focused on continuous improvement.

## Policy Statement

East Sussex County Council is committed to managing the highway network through co-ordinated, efficient, and sustainable service delivery. Our asset management approach focuses on resilience, ensuring the network can withstand and recover from disruption while delivering long-term performance within available investment.

We operate a risk-based approach to proactively identify and manage risks such as climate impacts, natural hazards and asset deterioration. In line with our Climate Emergency Plan, we also support the Council's ambition to reduce carbon emissions an embed sustainability in highway operations.

We will prioritise our work based on the Council's four overarching outcomes:

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

"Making best use of resources" underpins all our decisions, ensuring efficiency and value for money. To deliver this we will:

- Comply with all legal, environmental, and safety obligations
- Collaborate with partners and neighbours to align priorities and optimise outcomes
- Maximise opportunities and funding locally and nationally
- Prioritise the Resilient Network to ensure access and continuity during adverse events
- Engage with stakeholders to support transparency, build trust, and respond to community needs

This policy shall be delivered through a co-ordinated end-to-end asset management system that:

- Aligns with our Asset Management Strategy and Council Vision
- Manages the full lifecycle of our assets to enable sustainable, risk-based investment
- Builds a case for funding and improves stakeholder communication
- Highlights the value of highways to economic and social wellbeing
- Tracks and reviews performance against defined objectives, including through published indicators
- Integrates with our wider risk, health and safety, and environmental requirements
- Supports innovation and the adoption of new technologies to enhance asset management effectiveness

All officers and partners are expected to comply with this policy and support continuous improvement by ensuring the necessary skills, information, and resources are in place.

The delivery of this policy will be overseen by designated officers with clear roles and responsibilities. It will be regularly reviewed to ensure alignment with evolving best practice and Council priorities.

## Supporting Information

- Council Plan & Local Transport Plan (LTP4)
- Highway Asset Management Strategy 2025-2030
- East Sussex Climate Emergency Plan
- Highway Network Resilience Plan
- Well-managed Highway Infrastructure: A Code of Practice UK Roads Liaison Group 2016

## Policy Development

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|---|---|
| Version_1_Asset_Management_Policy_2018 | Lead Member T&E Nov 2018 |
| Version_2_Asset_Management_Policy_2022 | Lead Member T&E Dec 2022 |

# Highway Infrastructure Asset Management Strategy 2025-2030

**Strategic Document**

Version 4.0
Publication date: September 2025
Author: Highway Asset Management

East Sussex County Council

## Contents

## Executive Summary

The East Sussex highway network is one of the county's most valuable public assets—vital to economic activity, daily travel, and community wellbeing. As pressures grow from climate change, funding constraints, and ageing infrastructure, a clear, strategic approach to managing this network is more important than ever.

This Highway Infrastructure Asset Management Strategy 2025–2030 sets out how East Sussex County Council will manage its highway assets in a safe, sustainable and cost-effective way. Guided by the principles of risk-based decision-making, whole-life asset planning and alignment with ISO 55000, the strategy ensures resources are focused where they deliver the greatest public value.

Key priorities include:

- **Protecting the Resilient Network** – the roads and routes essential for emergency response, economic continuity and community access.
- **Targeted investment** using lifecycle modelling and data-driven planning to maximise long-term value.
- **Balancing resources** across the network, with priority given to the resilience of the most important routes for our communities.
- **Ongoing innovation** - embracing both digital technologies and physical advancements to strengthen performance and ensure continuous improvement

Delivery will be led through The Council's long-term partnership with Balfour Beatty Living Places, underpinned by performance-based contracting and collaborative governance. Regular reviews will ensure the strategy adapts to new risks, changing policy, and stakeholder needs.

**Cllr Dowling**

Lead Member for Transport and Environment

**Rupert Clubb**

Director of Communities, Economy and Transport

## Document Control

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|---|---|
| **Document Name**: | Highway Infrastructure Asset Management Strategy 2025-2030 |
| **Document Type**: | Strategic Asset Management Document |
| **Version:** | 4.0 (DRAFT) |
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| **Prepared By:** | Contract Management Group – Asset Management Team |
| **Approved By:** | Lead Member for Transport and Environment |
| **Date of Issue:** | 31st September 2025 |
| **Next Review Date:** | 2028 |

**Previous Versions:**

1.0 Highway Infrastructure Asset Management Strategy 2015-2020
- Plan created.
- Approved by LMTE 15.10.2015

2.0 Highway Infrastructure Asset Management Strategy 2015-2018
- Update to accessible format
- Approved by LMTE 19.11.2018

3.0 Highway Infrastructure Asset Management Strategy 2022-2028
- Updated to reflect best practice.
- Approved by LMTE 19.12.2022

**2025 Review Detail:**

4.0 Highway Infrastructure Asset Management Strategy 2025-2030

- Document format amended to compliment and align with suite of Highway Infrastructure Asset Management Plans (HIAMP). Content updated to reflect best practice at time of writing - in line with ISO 55000, there is no change to the management principles set out in Version 3.0

- This strategy highlights five key Development Areas - priority themes for improving how we manage the highway network. These are not an exhaustive list but represent our current focus areas, with each referenced in the main text and explained in Appendix A.

## 1. Scope

This Highway Infrastructure Asset Management Strategy sets out the overarching framework for the management of the highway infrastructure maintained by East Sussex County Council (**The Council**). It sets the strategic direction for how The Council manage assets, delivering long-term value, support statutory duties, and aligning with local and national objectives.

The role of the strategy is to:

- Enable clear and consistent decision-making across all highway asset types.
- Support risk-based planning and transparency, giving confidence to the public, elected members and partners.
- Deliver joined-up outcomes, including safer roads, a more resilient network, and more sustainable construction practices.

The strategy is designed to be adaptive and will be reviewed regularly to reflect emerging policy, changing risks and future funding opportunities. It is the strategic framework for asset management; it does not cover operational detail. Specific approaches to the management of individual asset groups are set out in the Asset Management Plans which sit beneath this strategy.

### 1.1. What is Highway Asset Management?

Highway asset management is a strategic, data-driven approach to optimising the lifecycle of highway infrastructure assets. It supports informed decision making that balances cost, risk and performance. Ensuring a safe, reliable and sustainable transport network for current and future users.

At East Sussex, this work is led by the Asset Management Team, a specialist group within The Council's Contract Management Group. The Asset Management Team brings together expertise in data analysis, engineering, planning and risk management to ensure that national policy, local priorities, and funding are translated into effective, evidence-based programmes of work.

### 1.2. Asset Covered

The strategy applies to all highway assets for which The Council is the Highway Authority under the Highways Act 1980. This includes, but is not limited to:

- Carriageways (roads maintained at public expense)
- Footways and cycleways
- Structures (bridges, retaining walls, culverts)
- Drainage systems (including gullies and roadside ditches)
- Street lighting and illuminated signs
- Traffic signals and associated systems
- Street furniture (e.g. barriers, bollards, benches, and signage)

This strategy does not apply to:

- Motorways and trunk roads, which are the responsibility of National Highways
- Privately maintained roads, including unadopted roads and private estates

- Public rights of way not forming part of the adopted highway network (these may be addressed under a separate Rights of Way Improvement Plan)
- Assets managed by third parties, such as:
    - Developer-maintained roads prior to formal adoption
    - Utility infrastructure (e.g. inspection covers, poles, cabinets)
    - District or borough-owned assets (e.g. park roads, car parks and non-highway lighting)

Where third-party assets interface with the adopted highway network, The Council works in partnership to ensure safety, connectivity, and continuity of service.

## 2. Strategic Context

The management of East Sussex's highway infrastructure is shaped by a complex and evolving policy environment. This section outlines the strategic foundations that influence how The Council plan, maintain, and invest in the network. This includes national policy and legislation, local priorities and emerging long-term challenges.

### 2.1. From Policy to Pavement: A Clear Line of Sight

The Council's approach follows a clear "Policy to Pavement" pathway. Highway policies define the purpose and obligations of managing the highway network - the statutory duties, local priorities, and outcomes the service must support. These are then translated into strategy documents that set the direction and priorities for asset management. Detailed Asset Management Plans (**HIAMP**) take this further, setting out how the service will be delivered in practice.

As part of this pathway, The Council defines clear levels of service that set out what residents and businesses can expect from the highway network in terms of safety, accessibility and condition. They provide transparency about the trade-offs that must be made in a constrained funding environment, while ensuring that critical routes and vulnerable users remain the highest priority.

The pathway is reinforced by supporting documents such as the Highway Network Resilience Plan, financial strategies, and risk management frameworks. Together, these create a transparent line of sight from policy to pavement, demonstrating how The Council's vision is consistently applied in practice.

### 2.2. National Policy Alignment

This asset management approach aligns with key national policies and statutory obligations:

- **Well-Managed Highway Infrastructure (UKRLG Code of Practice).** The Council apply the principles of this national code, particularly its emphasis on risk-based decision-making and whole-life asset planning.
- **Highways Act 1980.** The Council has a legal duty to maintain public highways in a safe condition.
- **Traffic Management Act 2004.** The Council are committed to minimising disruption and maintaining availability of the network.
- **Equality Act 2010 & Climate Change Act 2008**. Accessibility and environmental sustainability are embedded in both policy development and operational delivery.

- **Department for Transport (DfT) Incentive Fund**. Asset management practices are designed to meet self-assessment criteria, ensuring access to incentivised maintenance funding.

### 2.3. Local Policy Alignment

This Strategy directly supports The Council's wider strategic goals and transport priorities, including:

- **Local Transport Plan 4 (LTP4).** Aligning maintenance and renewal programmes with the County's long-term goals for a decarbonised, safe and accessible transport system.
- **Climate Emergency Plan and Environment Strategy.** Integrating low-carbon practices, climate adaptation and sustainability into asset planning.
- **East Sussex County Council Corporate Plan**. Supporting key outcomes such as safer communities, inclusive growth, digital connectivity and improved public health.
- **Highway Network Resilience Plan.** Prioritising investment for routes critical to community access and emergency response, particularly in the face of extreme weather.

### 2.4. Strategic Drivers

Several broader challenges reinforce the need for a long-term, evidence-based asset management strategy:

- Ageing Infrastructure. Many assets are nearing or beyond their original design life, requiring careful planning around renewal and lifecycle extension.
- Financial Constraints. Rising costs and static funding levels necessitate prioritisation based on risk, value, and service impact.
- Climate Change and Decarbonisation. More frequent flooding, heatwaves, and coastal risks demand infrastructure that can adapt, while maintenance practices must also reduce emissions and support The Council's net-zero commitment.
- Public Expectations. Users expect safe, reliable services and transparency in decision-making.

### 2.5. Alignment with ISO 55000

The Council's asset management approach aligns with the core principles of the ISO 55000 Asset Management Standard. Although not currently certified, ISO 55000 provides a recognised best-practice framework for structured, value-driven, and transparent infrastructure management.

The standard underpins strategic direction by:

- Promoting integration between asset planning and wider organisational objectives.
- Reinforcing the use of risk-based and whole-life methodologies.
- Supporting a culture of continuous improvement and informed decision-making.
- These principles are embedded throughout this strategy

### 2.6. Strategic Application Across Asset Groups

All AMP's developed under this strategy reflect a common set of strategic priorities that guide asset-specific planning and delivery.

These themes respond to key policy drivers and ensure consistency across asset groups:

- **Digital Transformation:** Using Confirm, Predictor, GIS, and mobile data capture to improve forecasting and efficiency.
- **Carbon and Climate Accountability:** Embedding sustainability in design, materials, and construction methods.
- **Transparency and Public Value:** Communicating investment decisions and trade-offs clearly.
- **Innovation and Resilience:** Applying new technologies and approaches to extend asset life and improve service continuity.
- **Financial Prudence:** Aligning delivery with realistic funding levels.

### 2.7. Core Principles of Highway Asset Management

The Council's approach to highway asset management is built on a set of core principles that guide all decisions, from high-level strategy to day-to-day operations. These principles reflect national best practice, including ISO 55000 and the UK Roads Liaison Group's Code of Practice. They ensure that The Council makes informed, consistent, and transparent decisions that deliver the greatest value to residents and the wider economy:

- **Risk-Based Decision Making** – prioritising interventions based on the likelihood and consequence of asset failure.
- **Whole-Life Asset Planning** – considering the full lifecycle of every asset to avoid reactive, short-term fixes.
- **Resilience and Critical Network Focus** – giving heightened priority to the Resilient Network essential for emergency response, economic continuity and daily access.
- **Financial Sustainability** – applying prioritisation where resources are constrained, focusing spend on critical assets while managing lower-risk parts of the network at a safe and acceptable standard.
- **Data-Led, Transparent Planning** – using tools like Confirm and Predictor to drive modelling, forecasting, and prioritisation, supported by clear performance reporting.
- **Continuous Improvement and Innovation** – fostering a culture of learning, piloting new materials and methods, and engaging with national initiatives to benchmark and improve.

## 3. Governance and Delivery

The governance and delivery arrangements for this strategy are structured to ensure transparency, risk-based planning, and alignment with long-term asset management principles.

### 3.1. Governance

The Council operates a defined governance framework to oversee contract delivery and strategic outcomes:

- A multi-disciplinary Contract Management Group provides oversight across commercial, performance and service development functions.
- Performance is tracked using a consistent set of Key Performance Indicators (KPIs) and service reviews to ensure alignment with strategic objectives.

- Strategic and operational risks are reviewed through structured processes that support informed, whole-life value decision-making.

This framework supports strong leadership, clear accountability, and a culture of continuous improvement.

### 3.2. Delivery

Highway services are delivered through a long-term, performance-led contract with a term contractor. The contract is based on the NEC4 model and is designed to promote collaboration, flexibility, transparency, and proactive risk management.

Delivery is structured around three key mechanisms:

- Lifecycle Planning – Asset-specific plans are used to inform investment decisions and optimise performance across asset groups.
- Forward Works Programmes – Data-driven, risk-informed programmes guide planned maintenance and renewals, ensuring value for money and service continuity.
- Performance-Based Contracting – The contract includes measurable outcomes and performance targets that incentivise efficiency, innovation, and customer responsiveness.

This model enables evidence-based planning, efficient service delivery and ongoing strategic alignment.

### 3.3. Monitoring and Review – Contract Performance and Strategic Alignment

Performance management of the highway contract is central to achieving the objectives of this strategy. The contract is designed to deliver specific outcomes identified during procurement, focusing on long-term asset sustainability, value for money and improved customer experience.

Continuous improvement is driven by a consistent set of Service Performance Indicators (SPIs) and Key Performance Indicators (KPIs) with selected SPI targets increasing annually to promote enhanced service delivery.

Performance is monitored through a rigorous audit process by both the Contracts Management Group (Council) and the Contractor's (BBLP) internal audits, ensuring transparency and accountability.

Strategic oversight is provided by the monthly Service Management Board; comprising senior council and BBLP representatives, who review performance, manage risks and align activities with the asset management strategy. Their findings guide operational improvements and strategic planning.

In addition, lessons and performance data inform contract refinement. These insights help evolve the Highway Infrastructure Asset Management Strategy over time.

## 4. Asset Management Framework

This strategy is delivered through a structured Asset Management Framework that translates high-level priorities into clear plans, performance measures, and delivery activities. It provides a consistent and transparent approach for managing all highway asset types across their full lifecycle.

The framework is designed to align with national guidance, including ISO 55000 and the Well-Managed Highway Infrastructure Code of Practice. It enables The Council to deliver on the principles outlined in Section 2.6, including risk-based decision-making, whole-life planning, resilience, financial sustainability, and continuous improvement.

### 4.1. Asset Management Process

The asset management approach in East Sussex follows a structured, continuous-improvement cycle:

- Strategy & Objectives – Set direction in line with national guidance, transport goals, and community priorities.
- Asset Data – Maintain reliable condition and inventory records through Confirm and inspections.
- Risk & Lifecycle Modelling – Use forecasting tools and risk analysis to identify the best timing for intervention.
- Prioritisation – Build forward works programmes that maximise value and minimise risk.
- Delivery – Implement works through a performance-led contract (NEC4), monitored by KPIs.
- Review & Feedback – Use lessons learned, performance results, and stakeholder input to refine plans.

### 4.2. Key Components

This strategy is delivered through a framework of six interrelated components. Together, they provide the practical structure that takes The Council's commitments from policy to pavement (as set out in Section 2) — ensuring that high-level policy direction is consistently translated into effective delivery on the ground.

1) **Policy and Strategy** – Defines strategic direction and sets out The Council's commitment to managing assets in line with local, regional, and national priorities.
2) **Planning and Lifecycle Management** – Applies lifecycle models, condition data, and risk prioritisation to plan interventions that maximise long-term value and network resilience.
3) **Asset Information and Systems** – Maintains accurate, current data through Confirm and GIS-based systems to inform operational and strategic decision-making.
4) **Delivery and Governance** – Delivers asset management plans through a performance-led partnership with Balfour Beatty Living Places, underpinned by transparent governance arrangements.
5) **Monitoring and Review** – Tracks performance using defined metrics, audits, and stakeholder feedback to support continuous learning and improvement.
6) **Stakeholder Engagement** – Ensures transparency and responsiveness through regular consultation, reporting, and alignment with community needs.

### 4.3. Alignment Across Asset Types

Each HIAMP applies this framework to specific asset groups (e.g., carriageways, footways, drainage, structures). While the detail varies, the common principles and planning approach remain consistent, ensuring fair, evidence-based investment across the network.

## 5. Stakeholder Engagement

The highway network touches every resident and business in East Sussex. Regular, two-way engagement is a core part of this strategy. It ensures decisions are transparent, firmly based on local needs, and deliver the best value for communities and the economy. Engagement provides the feedback loop that connects high-level decisions with day-to-day delivery.

### 5.1. Engagement Goals

- Align asset management plans directly with community and business needs.
- Provide clear, accessible information on how priorities and budgets are set.
- Use local insight to actively improve network condition and the user experience.

### 5.2. Out Stakeholders

The Council engages with a wide range of stakeholders to ensure the highway network delivers for everyone. We work with the public and vulnerable road users to guarantee daily safety and accessibility; Elected Members and Parish Councils to embed democratic oversight and reflect local priorities; businesses and freight operators to support economic growth and keep goods moving reliably; public transport providers and emergency services to safeguard continuity of essential services and resilience; and utilities, contractors and regulators such as the DfT to coordinate works, maximise investment, and ensure compliance with national standards.

### 5.3. Methods of Engagement

The Council engages through a range of channels to ensure voices are heard and decisions are transparent:

- Consultations and Surveys – capture community priorities and measure satisfaction.
- Member Briefings and Local Forums – provide democratic input on area-specific issues.
- Customer Channels – enable easy reporting of defects, enquiries, and complaints.
- Data and Performance Reporting – share open dashboards and annual updates for accountability.
- Joint Working Groups – support collaboration on policy reviews and innovation pilots.

### 5.4. Where Engagement Sits in the Process

Engagement is embedded at every stage of the asset management cycle, ensuring that the voices of residents, businesses, and partners are reflected in decisions. This provides a clear line of sight from high-level commitments through to delivery on the ground — supporting The Council's Policy to Pavement approach.

- Strategy and Policy – shaped through public and Member consultation.
- Service-Level Setting – informed by feedback on the balance of risk, cost, and impact.
- Programme Planning – refined through local consultation on schemes and priorities.
- Delivery and Review – strengthened through performance dashboards, feedback, and lessons learned.

Clear, consistent messaging is provided jointly by The Council and East Sussex Highways communications teams. The feedback loop is strengthened each year to keep dialogue active and ensure continuous improvement across the asset lifecycle.

## 6. Highway Asset Inventory

The Council manages a diverse range of highway assets, each with distinct characteristics, management requirements, and performance expectations. In line with the principles set out in ISO 55000 and the UKRLG's Well-Managed Highway Infrastructure code of practice, these assets are managed through a structured, risk-based approach that considers lifecycle planning, performance monitoring and cost-effectiveness.

### 6.1. Highway Infrastructure Asset Management Plan (HIAMP)

Each major infrastructure asset group is supported by a dedicated management plan. These plans serve as the operational delivery mechanisms for this overarching strategy, setting out how the objectives will be achieved at the asset level. They are reviewed annually to reflect changes in network condition, funding levels, emerging risks and stakeholder priorities.

This structured approach ensures consistency across asset groups and supports alignment with both local priorities and national guidance. It also enables transparent, evidence-led decision-making that balances performance, cost, risk and public value.

### 6.2. Data Confidence Scoring

Data confidence is critical for effective asset management and investment prioritisation. It reflects the accuracy, completeness, and value of both inventory and condition data, guiding where data improvement efforts are focused.

The data confidence scale used by the authority is:

- A (High): Complete and accurate inventory and condition data, collected using industry-standard methods and updated regularly.
- B (Medium-High): Generally reliable data with minor gaps or uncertainties; typically based on regular surveys and inspections.
- C (Medium): Partial data coverage or variable quality; may include older data or limited inspection frequency.
- D (Low): Incomplete or outdated data requiring urgent improvement to support effective decision-making.

See Appendix C. for overview of Data Confidence for each asset type.

Efforts are ongoing to improve data quality, particularly for assets with lower confidence scores, to support lifecycle planning and risk management.

**Development Area 1 – Data Confidence Improvement Plan**

### 6.3. Resilient Network

The Resilient Network represents the portion of the highway network that is essential for maintaining economic activity, emergency response, and community connectivity during extreme events or network disruptions. It includes key routes that:

- Support access to emergency services and critical facilities.
- Enable strategic and local movement for people and goods.

- Provide continuity during severe weather or major incidents.

The prioritisation of these routes aligns with The Council's core asset management principles, particularly the focus on risk-based decision-making, asset criticality and service continuity. By concentrating investment and proactive maintenance on this network, The Council ensures that limited resources protect the most vital parts of the infrastructure.

The Resilient Network is reviewed regularly to reflect changing land use, economic priorities, and emerging risks such as climate impacts. It informs asset-specific plans, lifecycle modelling, and risk management decisions across highway asset types.

The Council will continue to integrate the Resilient Network into asset management planning and investment prioritisation, supporting long-term resilience and public value.

### 6.4. Network Hierarchy

In response to the 2016 Code of Practice 'Well Managed Highway Infrastructure', each street on The Council's highway network has been assigned a hierarchy level, the level allocated reflects the current and expected use and local economic and social factors such as industry, schools, hospitals and similar. As well as the desirability of continuity and of a consistent approach for walking and cycling.

The hierarchy plays a critical role in informing risk-based decision-making by guiding the prioritisation of maintenance, inspection frequencies, investment allocation, and resource deployment according to the function and importance of each route within the network

A review of the current network hierarchies in East Sussex was undertaken in May 2025 to ensure that management is focused on the roads of greatest need and that the 'Resilient Network' is reflected as a priority. Appendix D contains the full results of this review, setting out the carriageway maintenance hierarchies that the Council has adopted as of 2025

## 7. Data Management and Information Systems

Robust and reliable data management underpins the effective delivery of The Council's highway asset management objectives. The ability to make timely, data-driven decisions depends on the integrity and integration of information systems. Accurate and well-structured information supports evidence-based decision making, lifecycle planning and service performance monitoring.

### 7.1. Asset Management System Transition

In 2025 The Council are transitioning from the *XA* system to *Confirm* as its centralised Asset Management System (AMS). This transition brings us into alignment with BBLP (term contractor) system, promoting more seamless data integration, operational efficiency and shared visibility of asset and works information.

In parallel, in September 2025 to support long-term, risk-based decisions across all asset groups, the Asset Management Team are adopting *Predictor* - a specialist lifecycle modelling and investment planning tool.

Predictor enables robust scenario modelling, optimised maintenance strategies and data-driven prioritisation of works programmes, particularly in the context of constrained budgets and climate resilience.

### 7.2. Role of Data in Asset Management

Asset data supports a wide range of asset management functions, including:

- Maintaining accurate inventories of asset types and locations
- Tracking condition trends through regular surveys and inspections
- Supporting lifecycle modelling and funding decisions
- Planning and programming both reactive and planned maintenance
- Managing risk and resilience across the network
- Demonstrating accountability and transparency in decision making

### 7.3. Core Systems and Integration

The Confirm AMS integrates the following data sources and functions:

- *Asset Registers.* Comprehensive inventories for carriageways, footways, structures, lighting, signs, drainage and street furniture.
- Condition Surveys and Inspections. Data from Course Visual Inspections (CVI), SCANNER, SCRIM, structural inspections and other regime-based surveys.
- Geographic Information Systems (GIS). Spatial referencing of assets and work locations.
- Customer Service Records. Capturing enquiries, complaints and public reports.
- Works Ordering and Job Management. Real-time tracking of inspections, repairs and programmed works.

Confirm and Predictor are designed to interoperate, enabling condition data and investment scenarios to feed directly into programming and asset lifecycle decisions.

### 7.4. Data Quality and Governance

Data quality is maintained through defined procedures for data entry, validation, review and updating. Governance arrangements ensure that:

- Data is owned and maintained by trained officers.
- Data standards and formats are consistent with national guidance (e.g. UKRLG's Data Standard).
- Data quality dimensions are monitored (e.g. accuracy, completeness, timeliness, validity).
- All systems are operated in compliance with GDPR and cybersecurity best practices, ensuring that sensitive data is securely managed.

### Innovation and Continuous Improvement

The Council is committed to harnessing both innovation in physical practices and digital capability to improve asset management. Future improvements may include:

- Mobile data collection and field-based updating through Confirm.
- Use of AI or remote sensing tools (sign recognition or lining condition).
- Improved public-facing mapping and performance dashboards.
- Collaboration with national digital highways initiatives (e.g. DfT, ADEPT Live Labs).
- Adoption of innovative materials and construction methods to extend asset life and reduce environmental impact.

- Trialling new maintenance techniques and equipment to improve efficiency and safety on site.

Through the Council's investment in Confirm and Predictor, alongside physical innovations in materials and maintenance, the Council is building a more connected, intelligent, and proactive approach to managing its highway infrastructure for the long term.

**Development Area 2 – Digital Innovation and Integration**

## 8. Network Value

Knowing the financial value of the highway network is key to long-term planning, investment, and responsible public asset management. The valuation below follows CIPFA guidance and supports the Department for Transport (DfT) Incentive Fund self-assessment requirements, ensuring The Council meets national expectations for robust asset valuation. It uses updated Building Cost Information Service (BCIS) indices, detailed inventory data, and reasonable assumptions on asset condition and deterioration.

| Asset Group | Ave BCIS | Ave Decline | GRC 2025 | DRC 2025 | Depreciation |
|---|---|---|---|---|---|
| Carriageway | +32% | -10% | £4,184,938,980 | £3,140,830,460 | £1,044,108,520 |
| Footways & Cycleway | +30% | -7% | £530,553,050 | £342,675,450 | £187,877,600 |
| Highway Structures | +31% | -5% | £692,120,400 | £394,513,150 | £297,607,250 |
| Street Lighting | +23% | -5% | £83,970,700 | £25,952,100 | £58,018,600 |
| Traffic Signals | +26% | -6% | £17,528,300 | £8,130,060 | £9,398,240 |
| Street Furniture | +26% | -7% | £27,253,850 | £11,041,660 | £16,212,190 |
| **Total** | | | **£5,536,365,280** | **£3,923,143,880** | **£1,613,221,400** |

- The Gross Replacement Cost (GRC) represents the estimated cost to replace all GRC (Gross Replacement Cost): Cost to replace all assets with new equivalents.
- DRC (Depreciated Replacement Cost): Current value of assets after accounting for wear and age.

The £1.6 billion depreciation gap highlights the scale of investment needed to restore the network to "as new" condition. This gap highlights the importance of prioritising preventative maintenance and targeted renewals to arrest decline and reduce future liabilities.

A full asset revaluation will be carried out in the next strategy cycle (2025-27), following CIPFA, HM Treasury, and DfT Incentive Fund guidance, ensuring robust evidence for future funding bids and lifecycle investment planning.

**Development Area 3 – Asset Revaluation & Depreciation Update**

## 9. Risk Management

Risk management is embedded throughout The Council's asset management approach and aligns with the principles of ISO 55000, the UK Highways Infrastructure Asset Management Guidance (HIAMG), and the Well-Managed Highway Infrastructure Code of Practice

(UKRLG, 2016). In line with core principles (Section 2.6), we apply a proportionate, risk-based methodology to all aspects of maintenance planning, investment and service delivery.

### 9.1. Types of Risk

The Council takes a proactive approach to risk, assessing six key categories to guide decision-making and mitigation:

- Health & Safety – risk to the public, operatives, and network users.
- Strategic – long-term threats to objectives or service delivery.
- Financial – funding, affordability, and cost risks.
- Regulatory/Legal – statutory or contractual compliance risks.
- Reputational – risks to stakeholder trust and confidence.
- Operational – day-to-day risks such as asset failure or severe weather.

Each risk is evaluated based on its likelihood and impact to guide mitigation efforts.

### 9.2. Risk Register and Management

Risks are recorded in the Highways Risk Register and reviewed in accordance with The Council's corporate risk framework. This supports governance, visibility and accountability. Mitigations are regularly assessed for effectiveness, and updates reflect changes in network condition or wider circumstances. Stakeholders contribute to risk identification and treatment.

### 9.3. Risk-Based Decision-Making

A structured, risk-based approach informs:

- Inspection and maintenance regimes
- Response times and service levels
- Investment prioritisation and lifecycle planning
- Network resilience initiatives

This ensures limited resources are directed to the areas of highest need and greatest potential benefit.

### 9.4. Competency and Capability

Personnel involved in risk-based decisions receive appropriate training and operate within defined competency frameworks. Ongoing professional development ensures consistent, high-quality application of risk-based methods. This complements The Council's broader investment strategy set out in Section 10.

The Asset Management Team plays a lead role in:

- Monitoring asset condition and deterioration
- Advising on strategy and budget alignment
- Developing and delivering asset management plans
- Overseeing plan implementation and continuous improvement

**Development Area 4 – Risk-Based Investment Scenarios**

## 10. Finance and Investment Strategy

The East Sussex highway network is one of The Council's most valuable public assets. However, maintaining it is increasingly challenging due to ageing infrastructure, rising costs, and limited funding. This section outlines how The Council applies a structured, risk-based investment approach to maximise long-term value, service continuity, and public benefit—in line with core principles.

### 10.1. Current Capital Investment

The Council receives an annual capital maintenance funding allocation from the Department for Transport (DfT) and, where resources have allowed, this has been supplemented by borrowing from the Council's Capital budget. Table 10.1 shows the annual gross capital maintenance funding since 2022/23.

**Table 10.1 Gross capital maintenance funding since last HIAMS review**

| | Actuals | | | Allocated |
|---|---|---|---|---|
| | **2022/23 £000's** | **2023/24 £000's** | **2024/25 £000's** | **2025/26 £000's** |
| DfT Highways Maintenance Block (Needs) | 5,900 | 5,900 | 5,900 | 19,607.5 |
| DfT Highways Maintenance Block (Incentive) | 1,475 | 1,475 | 1,475 | 1,392.5 |
| DfT Pothole Fund and other Funding | 5,900 | 8,260 | 5,900 | 0 |
| DfT Additional Highways Maintenance - Resurfacing | 0 | 1,674 | 1,674 | 0 |
| **Total Highways Maintenance Grants** | **13,525** | **17,309** | **14,949** | **21,000** |
| ESCC Capital (Borrowing) | 16,010 | 10,968 | 8,047 | 0 |
| Approved Spend in Advance | 0 | 0 | 4,313 | -4,313 |
| Additional Spend in Advance | 0 | 0 | 20 | -20 |
| Reserves/other contributions | 0 | 5,600 | 1,211 | 0 |
| Total ESCC Funding (not including revenue funding) | 16,010 | 16,568 | 13,591 | -4,333 |
| **Total Spend (ESCC and DfT)** | **29,535** | **33,877** | **28,540** | **16,667** |

At first glance, the total spend appears substantial; however, under the adopted contract model The Council outsources design and supervision responsibilities to The Contractor. When we take these, and other contractual overheads into account, the budget available to deliver the highway maintenance function across a range of asset types has averaged at £20 million per year.

### 10.2. Incentivised Funding Alignment

From 2025/26, 25% of the Department for Transport's capital maintenance allocation will be conditional on councils demonstrating best practice in asset management.

This Asset Management Strategy shows that The Council is fully aligned with the DfT framework, embedding risk-based decision-making, preventative maintenance, and data-led planning.

By doing so, The Council is positioning itself to secure the highest possible banding and therefore the full incentive funding available. While non-compliance would risk a reduction in resources, The Council's approach provides confidence that it will maximise funding and deliver a safer, more reliable, and more sustainable highway network.

### 10.3. Investment Prioritisation

Investment is prioritised based on asset criticality, condition, and whole-life cost, with enhanced focus on the Resilient Network (see Section 6.3). This ensures essential routes and high-risk assets are maintained to safe and serviceable standards.

Key investment principles include:

- Risk-led allocation to maximise safety and service continuity.
- Preventative maintenance where it offers better long-term value than reactive works.
- Transparent trade-offs between investment levels and service outcomes.

### 10.4. Prioritising Within Constraints

Investment modelling undertaken on the Carriageway Asset in February 2025 indicated that maintaining a steady state would require around £23 million per year for that asset type alone. With average capital investment across several asset types at around £20 million per year (see Section 10.1).

The Council therefore applies a prioritised approach to asset management. This means focusing resources on the most critical and heavily used parts of the network, while managing less critical routes and assets at a safe and acceptable standard. By applying this approach, The Council ensures that risks remain low, impacts are limited, and resources are concentrated on the infrastructure that matters most to residents and the wider economy.

This strategy not only makes best use of available resources but also demonstrates to stakeholders that The Council is planning responsibly, transparently, and in line with national best practice. While the funding challenge is clear, our approach ensures that every pound invested delivers the greatest possible benefit and supports a safer, more reliable, and more sustainable network.

This approach:

- Directs funding where failure would have the greatest impact.
- Allows for a lower level of intervention on assets that carry lower risks or usage.
- Maintains transparency with stakeholders about realistic outcomes..

### 10.5. Efficiency and Improvement

The Council continues to seek efficiencies in planning, delivery, and monitoring through:

- Optimised contracting and procurement
- Innovation in materials and methods
- Collaborative working with suppliers and peer authorities
- Use of digital tools to track performance and inform strategy

A full network valuation (see Section 8) supports informed planning and the commitment to Development Area 5, enhances The Council's ability to model and compare investment scenarios.  Together, this strategy ensures that financial decisions are transparent, defensible, and aligned with goals of resilience, sustainability and public value

**Development Area 5 – Lifecycle Modelling Expansion**

## 11. Lifecycle Modelling

Lifecycle modelling sits at the heart of The Council's risk-based, whole-life approach to asset management (see Core Principles, Section 2.6). It allows us to look beyond short-term fixes and forecast how assets will perform, cost, and deteriorate over time. By modelling different options, The Council can identify the lowest whole-life-cost intervention that still meets all safety and service requirements, ensuring better value and more reliable outcomes for residents and businesses.

### 11.1. Data and Asset Categorisation

Effective modelling begins with robust data. All major asset groups (carriageways, structures, drainage, lighting, etc.) are recorded and managed in Confirm. Regular surveys (CVI, SCANNER, SCRIM, bridge inspections, gully cleans, etc.) feed directly into Predictor, and assets are subdivided where necessary (e.g. carriageway surface vs. structure) to enable more detailed and accurate forecasting.

### 11.2. Data Validation

Accurate modelling depends on high-quality data. The Council applies clear ownership, validation rules, and audit checks to maintain reliability. Confidence scores (A–D) highlight where datasets need improvement, and targeted actions are taken to address weaknesses (see Development Area 1). This ensures that forecasts are grounded in trusted evidence.

### 11.3. Forecasting and Scenario Testing

With strong data in place, Predictor applies condition and deterioration curves to explore how the network will perform under different circumstances. This enables The Council to:

- Project future condition under current budgets.
- Test alternative funding scenarios (e.g. steady-state, minimum-safety, constrained investment).
- Quantify the trade-offs between cost, risk, and service if maintenance is delayed or preventative work is prioritised.

The outputs of this scenario testing directly inform forward works programmes and provide the evidence needed to develop strong business cases for investment.

### 11.4. Optimal Intervention Timing

Scenario modelling identifies the "sweet spot" for intervention – the point just before an asset deteriorates into a higher-cost condition band. Intervening at this stage minimises whole life costs, avoids unnecessary disruption for network users, and maximises the return on investment by extending the life of assets. By embedding this principle into decision-making, The Council ensures that limited resources are used as efficiently as possible, supporting a more resilient and sustainable highway network.

A simple analogy is often used to explain this principle: *painting wooden window frames*. If they are repainted regularly, the cost is relatively low, and the frames can last for decades. If maintenance is delayed, the paint peels, water penetrates the wood, and the frames eventually rot - at which point they must be replaced entirely at far greater cost. The same principle applies to highways assets: timely preventative maintenance avoids the expense and disruption of major reconstruction.

### 11.5. Integration and Continuous Improvement

Lifecycle modelling is not a one-off exercise but part of an ongoing improvement cycle. Outputs are embedded in every HIAMP and refreshed annually. New data sources (e.g. AI image recognition, mobile mapping) will be incorporated as they mature, while performance is reviewed each year against model predictions. This continuous feedback loop refines assumptions and improves accuracy over time.

## 12. Climate Change

The Council declared a climate emergency in 2019 and is committed to becoming carbon-neutral by 2050. Two documents guide this work:

- Environment Strategy 2020–2030 – targets a 13 % annual county-wide $CO_2$ reduction to keep global warming below 1.5 °C.
- Climate Emergency Plan – sets out service-specific actions and adaptation measures, including for highways.

### 12.1. Why it matters for highways

Climate change already affects the network through:

- Flooding / extreme weather – overloads drainage, damages surfacing and embankments.
- Heat and cold swings – accelerate material failure.
- Sea-level rise & coastal erosion – threatens coastal roads and structures.

### 12.2. Our climate-resilient approach

| Priority action | What we do |
|---|---|
| **Resilient Network focus** | Give critical routes first call on maintenance, renewal and risk-mitigation funds. |
| **Risk-based lifecycle planning** | Model climate vulnerabilities and time interventions for best whole-life value. |
| **Low-carbon materials & methods** | Specify durable, sustainable products wherever technically and economically viable. |
| **Higher design & maintenance standards** | Apply enhanced specs on assets most exposed to extreme weather. |
| **Joined-up planning** | Align highway investment with Local Transport Plan 4 goals on decarbonisation, resilience and sustainable travel. |

These measures keep today's network safe and serviceable while preparing it for the greater climate pressures ahead.

## 13. Continuous Improvement

The Council runs a rolling cycle of review and improvement. Policies, processes and performance data are checked regularly to spot risks, cut waste and re-target resources.

Innovation drives this effort. We adopt digital asset systems, remote-sensing inspections and modern materials to predict maintenance needs and extend asset life with lower carbon impact.

Partnerships with industry, academia and neighbouring authorities let us share best practice and trial new ideas. A clear performance-management framework - KPIs, benchmarking and

feedback, keeps progress visible, while ongoing staff training maintains the skills to use new tools.

This culture of learning and innovation underpins greater network resilience, better service and stronger value for money

## 14. Conclusion

This strategy establishes a comprehensive and forward-thinking framework for managing East Sussex's highway infrastructure over the next five years. It balances the need for fiscal responsibility with the growing demand for resilience, sustainability, and service reliability in a changing climate and financial landscape.

By embedding risk-based decision-making, whole-life asset planning, and robust data systems, the strategy ensures that limited resources are directed where they deliver the greatest value and safeguard critical services. It also positions The Council to respond effectively to emerging challenges, from extreme weather to evolving public expectations, while maintaining alignment with national standards and local priorities.

Looking ahead, the focus will be on delivering this strategy through targeted asset management plans, realising the benefits of new digital tools like Confirm and Predictor, and acting on key development areas such as data confidence, lifecycle modelling, and climate adaptation. Regular performance monitoring, stakeholder engagement, and strategic reviews will ensure the approach remains agile, evidence-led and outcome-focused.

Through this work, Council will continue to maintain a safe, resilient and future-ready highway network that supports the well-being of its communities and the prosperity of the region.

## Appendix A. Development Areas

To ensure continued alignment with national guidance, organisational goals, and emerging risks, several strategic development areas have been identified to guide future enhancements to The Council's asset management approach. These areas reflect themes arising from internal reviews, audit findings, stakeholder feedback, and evolving best practice.

| # | Development Area | Purpose & Key Actions | Lead / Timescale | Link to Core Principles |
|---|---|---|---|---|
| 1 | **Data Confidence Improvement Plan** | Raise inventory & condition confidence to **B or better** for drainage, lighting, soft estate and other C/D-rated assets. Targeted surveys, data cleanse, QA checks. | Asset Strategist 2025-27 | Data-led planning; Risk-based decisions |
| 2 | **Digital Innovation & Integration** | Leverage Confirm-mobile, AI inspections, remote sensing; develop dashboards for public and Members. | Digital & Innovation Lead 2025-28 | Continuous improvement; Stakeholder engagement |
| 3 | **Asset Revaluation & Depreciation Update** | Complete CIPFA-aligned revaluation; update GRC, DRC and depreciation to 2028 prices for budget bids and statutory reporting. | Commercial Manager & Asset Strategist 2027-28 | Financial sustainability; Transparency |
| 4 | **Risk-Based Investment Scenarios** | Define and publish "steady-state", "minimum-safety" and "managed-decline" funding models, showing service/condition impacts. | Commercial Manager & Asset Strategist 2025-26 | Transparency; Resilience; Value for money |
| 5 | **Lifecycle Modelling Expansion** | Extend Predictor to **all** asset groups; embed results in HIAMP forward works; run annual scenario tests. | Commercial Manager & Asset Strategist 2025-26 | Whole-life planning; Financial sustainability |

## Appendix B. Glossary and Definitions

**Asset** - A physical component of the highway network that has value, requires maintenance, and delivers service, such as roads, bridges, lighting, signs, and drainage systems.

**Asset Management** - A strategic, systematic process for managing infrastructure assets to maximise value, minimise risk, and deliver agreed levels of service in the most cost-effective manner

**Asset Management Framework**- The integrated set of processes, tools, and governance arrangements used by The Council to plan, deliver, monitor and improve highway asset management activities.

**Confirm** - The Council's centralised Asset Management System (AMS), used to store, manage, and integrate asset data, inspections, works orders and customer records.

**Condition Data** - Information gathered through inspections and surveys that reflects the physical state of highway assets, used to assess performance and inform investment.

**Depreciation** - The reduction in an asset's value over time due to use, ageing and deterioration.

**Depreciated Replacement Cost (DRC)** - The estimated value of replacing an asset in its current condition, allowing for depreciation.

**Forward Works Programme** - A rolling plan of prioritised maintenance and improvement works based on condition data, risk and available funding.

**Geospatial Data** - Data that is associated with a specific location, typically used to map and manage asset locations via Geographic Information Systems (GIS).

**Gross Replacement Cost (GRC)** - The estimated cost of replacing an asset or network with a new, equivalent asset built to modern standards.

**Highway Infrastructure Asset Management Plan (HIAMP)** - A detailed operational plan for managing a specific asset group (e.g. carriageways, drainage), setting out condition, risks, performance targets and investment needs.

**Lifecycle Modelling** - A technique used to forecast how an asset's condition will change over time and to determine the most cost-effective intervention points.

**NEC4 Contract** - A form of collaborative contract used for managing construction and infrastructure services, based on transparency, flexibility, and shared risk.

**Predictor** - A specialist software tool used to model asset deterioration, evaluate investment strategies, and optimise lifecycle planning across asset groups.

**Resilient Network** - A prioritised subset of the highway network identified for enhanced maintenance and risk mitigation to ensure continuity of access during adverse events.

**Risk-Based Approach** - A method of prioritising inspections, maintenance and investment based on the likelihood and impact of asset failure or underperformance.

**Service Level** - The defined standard or performance outcome that an asset or service is expected to achieve.

**Stakeholders** - Individuals or groups with an interest in the highway network, including residents, elected members, businesses, emergency services, and delivery partners.

**Whole-Life Costing** - An approach that considers all costs associated with an asset over its entire lifespan, from construction to decommissioning.

## Appendix C. Data Confidence Per Asset Type (2025)

| Asset Type | Quantity | Inventory Confidence | Condition Confidence | Comments |
|---|---|---|---|---|
| **Carriageways** | 3,120 km | B | A | Annual condition surveys provide robust data. Some work is underway to fully align inventory with highway extents. |
| **Footways & Cycleways** | 2,482 km | B | A | Inspections follow a hierarchy-based regime. Cycleways contiguous with carriageways inspected together; separate cycle tracks inspected quarterly. |
| **Structures** | 513 bridges, 246 retaining walls, 2 tunnels | A | B | Inspected biennially; principal inspections every six years for major structures. |
| **Drainage** | 93,701 gullies, 7,150 catchpits, 505 km ditches | A (gullies), C (others) | A (gullies), C (others) | Risk-based inspection intervals for gullies and catchpits. Data on subsurface assets is less complete and targeted for improvement. |
| **Street Lighting** | 37,500 columns, 1,000 other items, 3,000 parish/district-owned units | A | C | Monthly illumination checks and six-monthly electrical testing. Condition data coverage is a known gap and is being prioritised for improvement. |
| **Traffic Signals** | 66 junctions, 140 crossings | A | A | Annual inspections ensure high confidence in condition and performance. |
| **Signs, Markings & Furniture** | 43,695 signs, 2,500 km road markings, 909 grit bins, 40,000 bollards, 24.7 km guardrail, 28.5 km barriers | A | B | Barriers inspected every two years; ongoing data consolidation efforts for subcategories. |
| **Soft Estate** | 4,468 km verge, 75 km wildlife verge, 55,000 trees (est.), 36 km hedges | C | C | Risk-based inspections cover safety, biodiversity, and accessibility. Inventory and condition data improvements are priorities for this asset group. |

## Appendix D. Network Hierarchy (2025)

| Category | Type of Road | Description |
|---|---|---|
| 1 – Resilient Network | Resilient Network | The category of roads to which priority is given for maintenance and other measures to maintain economic activity and access key services. |
| 2 – Strategic Route | Trunk and some Principal 'A' class roads between Primary Destinations | Routes for fast-moving long-distance traffic with little frontage access or pedestrian traffic. Speed limits are usually more than 40 mph and there are few junctions. Pedestrian crossings are either segregated or controlled and parked vehicles are generally prohibited. |
| 3a – Main Distributor | Major Urban Network and Inter-Primary Links. Short – medium distance traffic | Routes between Strategic Routes and linking urban centres to the strategic network with limited frontage access. In urban areas speed limits are usually 40 mph or less, parking is restricted at peak times and there are positive measures for pedestrian safety. |
| 3b – Secondary Distributor | B and C class roads and some unclassified urban routes carrying bus, HGV and local traffic with frontage access and frequent junctions. | In residential and other built-up areas these roads have 20 or 30 mph speed limits and very high levels of pedestrian activity with some crossing facilities including zebra crossings. On-street parking is generally unrestricted except for safety reasons. In rural areas these roads link the larger villages, bus routes and HGV generators to the Strategic and Main Distributor Network. |
| 4a – Link Road | Roads linking between the Main and Secondary Distributor Network with frontage access and frequent junctions. | In urban areas these are residential or industrial interconnecting roads with 20 or 30 mph speed limits, random pedestrian movements and uncontrolled parking. In rural areas these roads link the smaller villages to the distributor roads. They are of varying width and not always capable of carrying two-way traffic. |
| 4b – Local Access Road | Roads serving limited numbers of properties carrying only access traffic | In rural areas these roads serve small settlements and provide access to individual properties and land. They are often only single lane width and unsuitable for HGVs. In urban areas they are often residential loop roads or cul-de-sacs. |
| 5 – Minor Road | Little used roads serving very limited numbers of properties. | Locally defined roads. |

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# Highway Drainage Asset Management Policy
# East Sussex County Council

**Policy Owner:** Highway Asset Management Team
**Approved By:** Lead Member Transport and Environment
**Date of Approval:** September 2025
**Review Date:** September 2028

## Purpose of Policy

East Sussex County Council (The Council) recognises the vital role played by the local highway network in supporting communities, the economy, and public safety.

The Council is committed to ensuring that the highway drainage system is managed in a way that delivers the best possible network for the investment available. A targeted, risk-based approach to the maintenance of drainage assets will ensure that surface water on the highway is captured and discharged appropriately, minimising flood risk and disruption.

In carrying out this work, The Council will:

- Meet its statutory obligations as Highway Authority and Lead Local Flood Authority.
- Support The Council's Priorities, Local Transport Plan, and Highway Service Outcomes.
- Contribute to wider objectives for resilience, environmental protection, and climate adaptation.

## Policy Statement

The Council is committed to a risk-based, lifecycle approach to drainage asset management. Resources are directed to the most critical assets and highest-risk locations, ensuring effective surface water management, minimising flooding, and supporting climate adaptation.

The policy aligns with statutory duties, national best practice and The Council's Highway Asset Management Policy and Strategy. It provides the framework for the Drainage Asset Management Plan 2025–2030, which contains operational standards and performance targets.

## Delivery Model and Contractor Role

Highway drainage services are delivered through The Council's term maintenance contract.

The Contractor is responsible for:

- Delivering routine and reactive drainage maintenance, including inspection, cleansing, and repairs.
- Maintaining and updating the drainage asset inventory in dedicated asset management and GIS systems.
- Implementing a risk-based approach to prioritise maintenance and renewal.
- Supporting flood response during severe weather events.
- Managing and regulating connections to the highway drainage system.

The Council monitors The Contractor's performance against agreed Key Performance Indicators, as defined in the Drainage Asset Management Plan.

## Service Delivery Commitment

The Council will deliver drainage services that:

- Safely and efficiently remove surface water from the highway.
- Minimise flood risk to people, property, and transport links.
- Support resilience to climate change and extreme weather.
- Protect the environment and promote sustainable drainage solutions.
- Prioritise critical assets and high-value locations.

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## Supporting Information

- Highway Infrastructure Asset Management Policy and Strategy
- Drainage Asset Management Plan 2025–2030
- Local Flood Risk Management Strategy
- Highways Commuted Sums Policy and Guidance Note
- Highway Drainage Connections Guidance

### Legal Framework and Duties:

- Highways Act 1980 – duty to maintain highways, including drainage.
- Flood and Water Management Act 2010 – duties as Lead Local Flood Authority.
- Environment Act 2021 – biodiversity and water quality requirements.
- Land Drainage Act 1991 – riparian responsibilities and enforcement powers.
- Water Framework Directive (UK legislation) – pollution prevention**.**

### Best Practice Guidance:

- Well-Managed Highway Infrastructure (UKRLG, 2016)
- CIRIA SuDS Manual
- Highways Maintenance Efficiency Programme (HMEP) Guidance

### Policy Development

- Version 1.0 – Highway Drainage Policy
  Approved by Lead Member for Transport and Environment – April 2016
- Version 1.1 – Highway Drainage Policy
  Updates approved by Lead Member for Transport and Environment – 19 November 2018
- Version 2.0 – Highway Drainage Policy
  Approved by Lead Member for Transport and Environment – 8 September 2025

# Highway Infrastructure Drainage Asset Management Plan 2025-2030

**Operational Plan**

Version 2.0

Publication date: September 2025

Author: Highway Asset Management



East Sussex County Council

**Contents**

## Contents

## Document Control

**Document Name**: Drainage Asset Management Plan 2025-2030

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**Prepared By:** Contract Management Group – Asset Management Team

**Approved By:** Lead Member for Transport and Environment

**Date of Issue:** 31st September 2025

Next Review Date: 2028

**Previous Versions:**

1.0 Highway Asset Management Drainage Strategy 2015-2018

- Plan created.

**2025 Review Detail:**

2.0 Reviewed to ensure the plan still meets best practice.

- Document format amended to compliment and align with suite of Highway Infrastructure Asset Management Plans (HIAMP). Content updated to reflect best practice at time of writing - in line with ISO 55000.

- This strategy highlights six key **Development Areas** - priority themes for improving how we manage the highway network. These are not an exhaustive list but represent our current focus areas, with each referenced in the main text and explained in Appendix A.

# 1. Introduction

The Drainage Asset Management Plan (DAMP) forms part of the East Sussex County Council (The Council)'s suite of strategic asset management documents and is aligned with the Highway Asset Management Policy and Strategy. It complements other Highway Infrastructure Asset Management Plans (HIAMP), including those for carriageways, footways, cycleways, and structures.

This plan sets out The Council's approach to managing highway drainage infrastructure. It replaces the 2015–2018 Drainage Strategy and reflects significant developments in asset management practices, risk-based planning, and The Council's commitment to resilience. It provides guidance for internal teams and delivery partners involved in the operation, maintenance, and improvement of the highway drainage network.

Since May 2023, highway services have been delivered under a performance-led contract between The Council and Balfour Beatty Living Places (BBLP). Together, operating as East Sussex Highways, this partnership delivers a unified and collaborative approach to managing the county's highway network. The Client Service Requirements 2023-2028 form the basis for the contracted requirements of the maintenance of this asset group, details of this are provided in Appendix B.

# 2. Scope

This plan defines The Council's strategic approach to managing highway drainage assets. It describes how The Council will maintain, operate, monitor, and invest in drainage infrastructure to support the resilience, safety, and efficiency of the highway network.

## 2.1. Assets Covered

Highway drainage assets are grouped into four functional classes to support consistent maintenance planning and performance analysis:

- Primary Conveyance – carrier pipes, culverts, outfalls
- Collection Points – gullies, catchpits, chambers
- Attenuation – soakaways, balancing ponds
- Interception – grips, filter drains, roadside ditches

## 2.2. Activities Included

- Asset data collection and condition assessment
- Inspection, cleaning, and maintenance (planned and reactive)
- Lifecycle planning and investment prioritisation
- Performance monitoring, including KPIs
- Coordination with stakeholders and risk management partners

## 2.3. Geographic Coverage

- All adopted highways in East Sussex
- Supports The Council's role as Lead Local Flood Authority (LLFA)

## 2.4. Exclusions

- Private drainage systems on private land or driveways

- Public sewers maintained by water companies (e.g. Southern Water)

- Assets maintained by riparian landowners not connected to the highway
- Drainage associated with railways or trunk roads (e.g. National Highways)
- Drainage on unadopted or private roads
- Flood defence structures managed by the Environment Agency

### 2.5. Risk Based Approach

The Council applies a risk-based approach to the management of highway drainage assets, ensuring that resources are focused where they will deliver the greatest benefit in terms of safety, serviceability, and resilience.

Risk is assessed by considering both the likelihood of asset failure and the potential consequences, such as flooding of the highway or adjacent properties, environmental damage, disruption to transport links, or increased long-term maintenance costs.

Key factors influencing maintenance and investment priorities include:

- Asset condition and age, based on inspection records and performance history
- Frequency, severity, and impact of past flooding or service failures
- Criticality of the asset's location within the network
- Environmental sensitivity of the surrounding area
- Potential hazards to road users and scale of possible service disruption

Asset data, condition surveys, and flood risk modelling are combined to target interventions at the most vulnerable and critical assets. High-priority drainage systems are maintained more frequently, while lower-risk assets are managed at cost-effective intervals.

Risk assessments are reviewed regularly and updated following significant weather events, flooding incidents, or changes in asset condition data, ensuring that management remains responsive to emerging challenges such as climate change and increasing rainfall intensity.

## 3. Policy, Legislative and Best Practice

The management of highway drainage assets is guided by a combination of local policy commitments, statutory duties, and recognised industry best practice. Together, these provide the framework within which The Council plans, delivers, and monitors drainage maintenance and improvement activities.

### 3.1. Policy Framework

- Highway Asset Management Policy and Strategy – Sets out The Council's overarching approach to managing the highway network, embedding risk-based, evidence-led decision making.
- Highway Infrastructure Asset Management Plans (HIAMPs) – The Drainage Asset Management Plan complements other asset-specific plans for carriageways, footways, cycleways, and structures.
- Local Flood Risk Management Strategy – Defines The Council's priorities as Lead Local Flood Authority (LLFA) in managing surface water, groundwater, and ordinary watercourses.

### 3.2. Legislative Framework

- Highways Act 1980 – Establishes the duty to maintain highways, including drainage, and powers to construct, cleanse, and manage drains and ditches.
- Flood and Water Management Act 2010 – Designates The Council as LLFA, with responsibilities for managing local flood risk, investigating significant events, maintaining an asset register, regulating watercourses, and promoting sustainable drainage systems (SuDS).
- Environment Act 2021 – Requires consideration of environmental and biodiversity outcomes in drainage management.
- Water Framework Directive (UK legislation) – Prevents pollution and deterioration of water bodies from drainage discharges.
- Land Drainage Act 1991 – Defines riparian ownership duties and The Council's enforcement powers where maintenance is not carried out.

### 3.3. Best Practice Guidance

- Well-Managed Highway Infrastructure (UK Roads Liaison Group) – Promotes a risk-based, data-led approach to asset management and service level setting.
- CIRIA SuDS Manual – Provides technical guidance on the design, construction, operation, and maintenance of sustainable drainage systems.
- Highways Maintenance Efficiency Programme (HMEP) Guidance – Supports consistent, value-driven approaches to highway asset management.

### 3.4. Riparian Responsibilities

Under common law and the Land Drainage Act 1991, adjacent landowners are responsible for maintaining watercourses, including roadside ditches, to ensure the free flow of surface water. While The Council maintains drainage infrastructure within the public highway boundary, it may require riparian owners to undertake necessary works. If these are not completed, The Council has powers to carry out the work and recover costs.

## 4. Asset Information (Drainage)

The highway drainage inventory for East Sussex includes a comprehensive array of assets managed by The Council and its partner BBLP. As of the latest available data, the inventory comprises approximately:

- 93,000 gullies
- 10,000 grips
- 505km of drainage ditches
- 2,700km pipe work (approximate)
- 7,150 catch pits
- 679 soakaways
- 1832 outfalls 7 balancing ponds

Accurate and complete asset information is essential for effective highway drainage management. Much of the county's drainage network has been in place for many decades, with some assets dating back well before modern mapping and digital record-keeping. As a

result, information about location and condition has naturally built up over time through a variety of sources, but is not yet held in a single, fully verified dataset. This plan seeks to build on the knowledge already held by The Council and its partners, bringing together historic records, survey findings, and operational experience into a consolidated, accurate resource.

Completing and verifying location and condition data for key drainage assets is an important step in this process. Integrating this information into the Confirm asset management system and Geographic Information System (GIS) will create a single, authoritative dataset to support lifecycle planning, enable targeted, risk-based investment, and enhance the speed and accuracy of operational responses.

**Development Area 1 - Asset Inventory Completion and Verification**

### 4.1. Asset Value and Replacement Cost

The East Sussex highway network, including roads, drainage, lighting, bridges, and related infrastructure, has an estimated Gross Replacement Cost of £5.5 billion (Highways Asset Management Strategy, 2025). Drainage forms a substantial part of this asset base.

The last valuation of drainage assets was undertaken in 2016, providing a valuable baseline for understanding the scale of the network. While an updated valuation is not yet available, The Council has made significant progress in enhancing drainage asset knowledge. The 2025 Drainage Asset Management Plan prioritises improved condition data and investment in modern systems such as Confirm and Predictor, enabling the collection of real-time information to support robust, evidence-based investment planning.

### 4.2. Cause of Deterioration & Associated Defects

Drainage asset deterioration can result from a combination of environmental, hydraulic, operational, construction-related, traffic, and climate-related factors.

- Environmental factors include the build-up of silt and debris, vegetation overgrowth with root ingress, freeze–thaw cycles causing cracks and joint failures, corrosion of metallic or low-quality concrete components, and ground movement from settlement, erosion, or landslips.
- Hydraulic and operational issues can stem from limited capacity or outdated design, overloading caused by increased impermeable surfaces, and accelerated wear due to infrequent maintenance activities such as gully cleansing or ditch clearance.
- Construction and installation defects may include poor workmanship or materials, inadequate bedding and backfill leading to pipe deformation, and incomplete or inaccurate records affecting asset management.
- Traffic and human impact can contribute through heavy road loading and vibration affecting shallow structures, accidental damage during utility or resurfacing works, and blockages caused by fly-tipping or littering.
- Climate change effects are increasingly important, with more intense rainfall events overloading systems and longer dry periods followed by sudden heavy rainfall leading to “first flush” blockages from accumulated debris and pollutants.

Understanding the causes of drainage asset deterioration is a vital part of The Council’s risk-based approach. By combining knowledge of likely deterioration mechanisms with condition data, performance history, and environmental context, The Council can better anticipate

asset needs, plan timely interventions, and ensure resources are directed where they deliver the greatest benefit for safety, serviceability, and resilience.

As a natural progression of this approach, The Council will develop an Integrated Risk Profiling Framework to bring together multiple datasets — including asset condition, deterioration factors, flooding records, and environmental sensitivity — into a single decision-support tool. This enhancement will make prioritisation more consistent and transparent, improve investment targeting, and ensure maintenance programmes deliver maximum value for the network and its users.

**Development Area 2 – Integrated Risk Profiling Framework**

## 5. Levels of Service

The Council is committed to delivering a highway drainage service that prioritises safety, reliability, environmental compliance, and long-term resilience. Service delivery follows The Council's risk-based approach, which directs resources according to asset condition, location, and the potential impact of failure.

### 5.1. Service Objectives

The drainage network is critical to the functionality and resilience of East Sussex's highways. Through its drainage asset management programme, The Council aims to:

- Efficiently remove surface water from roads, pavements, and cycleways to minimise standing water and related safety risks.
- Protect infrastructure and nearby property from water-related damage and flooding.
- Minimise disruption to residents, businesses, and services by preventing or resolving flooding quickly.
- Support environmental compliance and climate resilience by adopting sustainable drainage solutions and adapting to extreme weather.

Where feasible and cost-effective, additional attention is given to high-risk or high-value areas, such as conservation zones, biodiversity hotspots, and roads within the Resilient Network, which is prioritised for enhanced maintenance.

### 5.2. Performance Standards

Service levels are defined through measurable targets, which are reviewed regularly.

Operational Targets:

- Maintain at least 90% of drainage assets in Good or Fair condition.
- Ensure no critical drainage assets on key routes are in Very Poor or Unsound condition.
- Drain standing water within two hours of normal rainfall ending.
- Apply risk-based frequencies for routine maintenance: gullies (1–3 yearly), ditches and grips (every 4 years).

Data and Inspection Targets:

- Maintain a complete inventory for all major drainage asset types.

- Hold accurate location and condition data for at least 90% of recorded assets in Confirm or equivalent.
- Inspect at least 25% of the network annually, with higher frequencies for flooding hotspots and critical routes.

Reactive and Emergency Response Targets

- Respond to high-priority drainage incidents within two hours.
- Resolve non-emergency drainage defects within 28 days, subject to funding and programme capacity.
- Triaging and prioritisation based on risk.

### 5.3. Performance Monitoring and Review

The Council monitors drainage service performance through Key Performance Indicators (KPIs) and structured reviews:

- Monthly and quarterly dashboards track asset condition, response times, maintenance compliance, and standing water clearance.
- Quarterly review meetings between The Council and BBLP identify trends, underperformance, and corrective actions.
- Feedback from inspections, incident reports, and public engagement informs programme adjustments and service improvements.

The Council's drainage assets already benefit from regular inspections and asset data collection, which have significantly improved network understanding in recent years. However, these inspections are currently applied at a broad, network-wide level, meaning that critical or high-risk locations may not always receive the additional focus they require.

We recognise that targeted condition monitoring will build on this strong foundation by directing more detailed and frequent inspections towards known flooding hotspots, environmentally sensitive areas, and strategic routes. This will enable earlier detection of emerging issues, reduce the likelihood of service disruption, and optimise maintenance planning. By refining inspection priorities in this way, The Council can make better use of available resources, extend the life of key assets and improve resilience across the network.

**Development Area 3 – Targeted Condition Monitoring Programme**

### 5.4. Stakeholder Engagement and Commitments

The Council engages with a wide range of stakeholders to ensure drainage issues are identified, understood and addressed in a timely, risk-based way. The Council values the role of residents, parish councils, businesses and partners in identifying and reporting drainage issues.

**Key stakeholders include:**

- **Local elected Members (County, District and Borough Councillors)** – representing community concerns, raising priority issues, and supporting communication between The Council and residents.
- **Residents and community groups** – reporting local flooding and drainage issues, and sharing lived experience of impacts.

- **Parish and town councils** – acting as a local link, sharing intelligence, and supporting community resilience.
- **Local businesses and landowners** – contributing knowledge of land drainage, private assets, and business continuity risks.
- **Environment Agency and water companies** – statutory partners with shared responsibilities for flood risk and water management.
- **Internal Drainage Boards** – supporting drainage and flood risk management in defined areas.
- **District and Borough Councils** – working in partnership on planning, environmental health and local flood risk management.
- **Emergency services** – supporting incident response during severe weather and flooding events.
- **Contractors and delivery partners** – delivering inspection, maintenance and improvement works on the ground.

**How stakeholders support the system**

- Reporting standing water, blocked gullies, or local flooding via the East Sussex Highways website or contact centre.
- Sharing local insight into recurring or historic issues.
- Local elected Members raising issues on behalf of residents and helping set local priorities.
- Participating in community engagement in flood-prone areas.

**How The Council responds**

- Triages public and Member reports using the risk-based approach, addressing urgent issues first.
- Uses public and partner input to inform inspections, update asset records and shape maintenance plans.
- Provides feedback on actions taken or reasons for deferral.

**Ongoing improvements**

- Enhancing digital reporting tools, including map-based input and photo uploads.
- Integrating public and Member reports with GIS and asset systems to improve data quality.
- Expanding outreach through parish briefings, Member briefings, and community forums.

**Key commitments**

- Prevent and reduce flooding through proactive inspection and timely maintenance.
- Maintain safe, accessible routes, especially during extreme weather.
- Deliver prompt responses and clear communication on drainage issues.
- Report performance and planned interventions openly.
- Promote environmental outcomes such as biodiversity and sustainable drainage.
- Engage actively with communities and elected Members, particularly in high-risk or sensitive areas.

## 6. Critical Assets

Critical assets are those whose failure would result in significant safety, operational, environmental, or financial consequences. These typically include:

- Outfalls and main carrier pipes – key components in overall system functionality, particularly in areas prone to localised flooding.
- Soakaways and balancing ponds – essential where no formal outfall exist, especially in rural and peri-urban areas.
- Drainage on strategic and resilient network routes – including principal roads and roads providing access to key services (e.g. hospitals, schools).
- Assets at known flooding hotspots – based on historic incident data or local knowledge.
- Structures with limited access for inspection or repair – where failure could go undetected and escalate rapidly

### 6.1. Drainage Assets in Conservation and High-Value Areas

The Council is committed to responsible infrastructure management, recognising the need to adapt drainage practices in environmentally and culturally sensitive areas. This section outlines how these considerations are integrated into the broader asset management approach.

Drainage management in conservation areas and locations of high environmental, economic, or heritage value is governed by legal obligations, including:

- *Environment Act 2021*
- *Water Resources Act 1991* (including transposed EU Water Framework Directive provisions)
- *Wildlife and Countryside Act 1981*
- *Ancient Monuments and Archaeological Areas Act 1979*

These laws set baseline standards for drainage works in sensitive locations.

Additional safeguards are provided through local planning frameworks and guidance from agencies such as Natural England and the Environment Agency. These ensure that drainage activities align with objectives like biodiversity protection, water quality, and heritage preservation.

While legal compliance is non-negotiable, enhanced drainage solutions in sensitive areas are considered when funding allows. Potential sources include:

- Council budgets
- Community or partner contributions
- External grants and environmental stewardship schemes

This approach ensures that limited resources are prioritised for critical risks, while enabling added environmental and community benefits where feasible.

## 7. Lifecycle Modelling

To ensure the long-term sustainability and resilience of highway drainage infrastructure, The Council employs a structured lifecycle planning approach. This method complements the

risk-based strategies outlined earlier by evaluating the full-service life of drainage assets—from design and installation through operation, maintenance, and eventual decommissioning.

Central to this approach is the principle of whole-life costing, which considers all associated costs across an asset's life cycle. This enables informed decisions that balance asset performance, risk, and cost, and ensures that maintenance and investment efforts deliver maximum value within limited budgets.

### 7.1. Lifecycle Modelling, Data Inputs, and Condition Monitoring

Lifecycle modelling simulates drainage asset deterioration over time to trigger timely interventions based on condition grades and cost thresholds. This enables scenario analysis, comparing preventative and reactive strategies, and supports long-term financial planning.

Key Benefits

- Prioritises investment in high-risk assets affecting safety, performance, and environmental compliance.
- Reduces costly emergency repairs through planned interventions.
- Builds resilience to climate change and extreme weather by targeting critical components.
- Enhances decision-making through continuous condition tracking and cost analysis.
- Supports The Council's statutory duties and aligns with the broader asset management framework.

### 7.2. Drainage Asset Lifecycle Stages

Drainage assets typically progress through the following lifecycle phases:

- Design and Installation – Constructed to standards ensuring long-term function and sustainability.
- Routine Operation and Maintenance – Regular cleansing, inspections, and minor repairs to prevent deterioration.
- Condition Monitoring and Targeted Repairs – Risk-based inspections and selective interventions.
- Rehabilitation or Replacement – Upgrades or full renewal when assets fail or present unacceptable risk.
- Decommissioning – Removal or rationalisation as part of network redesign or efficiency planning.

### 7.3. Data Inputs and Survey Methods

Lifecycle modelling depends on accurate, up-to-date asset data. The Council collects this through inspections, stakeholder reports, and digital systems to ensure real-world alignment in planning and forecasting.

Primary Data Sources:

- CCTV Surveys and Visual Inspections – Structural grading of pipes, chambers, and culverts.

- Gully and Ditch Cleansing Records – Identify recurring issues and deterioration patterns.
- Maintenance Logs – Track intervention frequency, costs, and asset reliability.
- Flooding and Incident Reports – Link asset performance to rainfall events and problem locations.
- GIS and Asset Inventories – Enable spatial mapping and risk prioritisation across the network.

**Digital Tools**

- Asset Management System (e.g., Confirm) - Centralises data entry, grading, cost tracking, and maintenance planning.
- Predictor Software – Models deterioration and tests investment scenarios over time.

**Inspections and Condition Monitoring**

Inspections follow protocols set out in the Highways Inspection Manual, with frequency and detail based on:

- Asset type (e.g., gullies vs. culverts)
- Risk classification
- Location (urban vs. rural)
- Incident or complaint history

While inspection regimes are well established, The Council recognises gaps in condition data for many asset types. This limits full implementation of predictive, risk-based maintenance models. Improving integration of inspection data, asset inventories, and condition monitoring systems is a key focus. This will enhance the quality of lifecycle modelling, optimise intervention planning, and support smarter, cross-functional decision-making.

**Development Area 4 – Data and Sytemn Integration Across Functions**

## 8. Operational Management of Assets (Drainage)

While lifecycle planning sets the long-term direction, effective drainage management relies on a robust day-to-day operations and maintenance framework. The Council manages highway drainage assets through a mix of routine maintenance, planned inspections, and reactive repairs. These activities follow a risk-based approach, prioritising interventions based on asset condition, location, and potential impacts on safety, serviceability, and flood risk.

This operational strategy supports the goals of the Highway Asset Management Strategy, the Local Flood Risk Management Strategy (LFRMS), and The Council's climate adaptation commitments.

### 8.1. Routine Maintenance

Routine drainage maintenance is primarily delivered through a cyclical gully cleansing programme, with frequencies tailored to each asset's risk profile. Key risk factors include asset criticality, flooding history, road classification, and environmental sensitivity.

This proactive approach targets resources where they provide the greatest benefit—reducing surface water risk, extending asset life, and strengthening overall network resilience.

### 8.2. Reactive Maintenance

Reactive repairs are carried out promptly in response to reported incidents such as:

- Blockages or surcharging
- Flooding on the highway or adjacent land
- Structural damage to drainage infrastructure

These responses play a critical role in minimising disruption, protecting public safety, and preventing further asset deterioration. Emergency response times and performance standards are defined in the Level of Service section of this plan.

### 8.3. Investment Planning and Prioritisation

To maximise the impact of limited resources, The Council prioritises drainage works based on risk, asset condition, and strategic importance. Investment planning focuses funding on schemes that offer the greatest benefit in terms of safety, resilience, and network performance.

Drainage maintenance schemes are selected using a structured, risk-based methodology. Key criteria include:

- Risk Score – Reflecting asset condition, consequence of failure, and criticality.
- Incident History – Prioritising locations with frequent flooding or performance issues.
- Network Hierarchy – Favouring strategic routes, emergency access, and economically significant areas.
- Asset Type and Age – With more frequent review of aging or data-deficient assets.
- Cost-Effectiveness – Supporting schemes that offer measurable performance gains and long-term savings.

Once identified, schemes undergo feasibility assessment, budgeting, and approval before inclusion in the annual works programme.

**A supporting risk scoring matrix is provided in Appendix C.**

## 9. Asset Creation and Adoption

New drainage assets are introduced into the network through capital improvement schemes, highway infrastructure projects, or third-party developments. The Council ensures that any asset proposed for adoption meets robust technical, operational, and financial standards to safeguard long-term functionality and cost-effectiveness.

This structured adoption process ensures drainage infrastructure entering The Council's responsibility is well-designed, properly recorded, and financially supported to reduce long-term risk.

Assets will only be considered for adoption following completion of the following process:

- Design Compliance. All new drainage infrastructure must be technically suitable for highway adoption (e.g. size, material, location) and include access provision for inspection and maintenance.
- Technical Review. Designs must be submitted for approval by The Council engineers or designated representatives. This includes layout drawings, hydraulic performance and materials used.
- Inspection and Verification. Practical completion inspections verify asset installation, connectivity and operability. Any defects must be rectified before assets are accepted into The Council inventory.
- Asset Data Submission. Adopted assets must be recorded accurately in The Council's systems.

Following acceptance, the asset is added to the asset management system. It is assigned a maintenance category and frequency based on its function and risk profile.

### 9.1. Commuted Sums

Where assets are delivered by third parties, including developers or other authorities, a commuted sum may be required to cover the future maintenance liability of the asset. This Sum:

- Is calculated based on the expected maintenance lifecycle and frequency over a defined period.
- Includes anticipated costs for cleansing, inspections, minor repairs, and potential renewal.
- Must be paid prior to formal adoption of the asset.
- Commuted sums ensure The Council can maintain assets sustainably without diverting funds from existing infrastructure obligations.

Please refer to Highways Commuted Sums Policy and Guidance Note for further information.

## 10. Connecting to the Highway Drainage System

The Council regulates all connections to the highway drainage system protect system capacity, maintain performance, and manage flood risk. Connections are only permitted where no reasonable alternative exists, and sufficient capacity is available.

Under the Highways Act 1980 (Sections 50 and 100), it is an offence to make an unauthorised connection to any highway drain, gully, culvert, or related infrastructure. Unapproved connections may lead to enforcement action, disconnection, and recovery of damages or remediation costs.

### 10.1. Requesting Consent to Connect

Any developer, landowner, utility company, or third party must follow the formal approval process outlined in the Highway Drainage Connections Guidance Note (Appendix E). This ensures:

- System integrity is maintained
- Flood risk is not increased
- Responsibilities for maintenance and liability are clearly defined

This guidance applies solely to the discharge of surface water (stormwater). The discharge of treated effluent or wastewater from private systems is covered under a separate procedure - Licensing the Discharge of Treated Effluent from Private Drainage Systems into the Highway Drainage System.

## 11. Risk and Resilience Objectives

Managing drainage infrastructure effectively requires a comprehensive understanding of the risks it presents to safety, service reliability, and the environment. The Council adopts a structured, risk-informed approach to ensure that resources are targeted where they will deliver the greatest benefit.

### 11.1. Risk Assessment Methodology

Risk assessments draw on a combination of asset condition data, historical flooding records, network importance, and local intelligence. Each drainage asset is evaluated based on:

- Likelihood of failure – informed by condition grade, age, and past performance
- Consequence of failure – including impacts on road safety, network operation, property, and the environment

This enables prioritised interventions, ensuring that high-risk assets receive timely attention while optimising available funding. The process is continuously refined using updated data and stakeholder input.

### 11.2. Flood Risk and Network Disruption

Blocked or deteriorating drainage assets can cause surface water flooding, leading to road closures, safety hazards, and significant disruption to communities and businesses.
The Council:

- Analyses flood incident data to identify vulnerable areas
- Uses flood risk mapping and predictive modelling to assess exposure
- Prioritises maintenance and upgrades in flood-prone locations
- Ensures fast response protocols are in place during severe weather

This risk-led approach improves network reliability, reduces economic disruption, and protects public safety.

### 11.3. Asset Criticality

Not all assets contribute equally to the drainage system’s overall function. The Council classifies drainage assets by their criticality, based on factors such as:

- Traffic volume and road function (e.g., emergency routes, public transport corridors)
- Proximity to flood-sensitive properties or protected environmental areas (see 6.0 Critical Assets)
- Consequences of failure on safety and service continuity

Higher-criticality assets are subject to more frequent monitoring and may be prioritised for early intervention, helping maintain system resilience in high-impact areas.

### 11.4. Climate Adaptation and Extreme Weather Preparedness

Climate projections indicate increased rainfall intensity, flash flooding, and prolonged wet periods. To address this, The Council:

- Identifies assets most vulnerable to climate-related impacts
- Designs renewal schemes to accommodate future climate scenarios
- Introduces flexible maintenance strategies that respond to emerging patterns
- Collaborates with flood risk partners to deliver integrated responses

By embedding adaptation into decision-making, The Council aims to safeguard infrastructure performance under changing climatic conditions.

**Development Area 5 – Climate Impact Mapping and Adaptation Priority List**

### 11.5. Third Party Drainage Impacts

The performance of highway drainage is often influenced by neighbouring private or public systems. These include:

- Surface water discharges from housing or commercial developments
- Infrastructure owned by water companies, landowners, or drainage boards
- Historic or informal drainage arrangements with unclear ownership

The Council actively monitors these interactions, investigates flooding incidents, and works with partners to resolve issues.

Where informal engagement fails and the highway is at risk, statutory enforcement powers under the *Highways Act 1980* and *Land Drainage Act 1991* may be used to require corrective action. Close alignment with planning, development control, and Lead Local Flood Authority (LLFA) functions ensures future connections are well-designed and properly consented.

### 11.6. Residual Risk Management

Despite best efforts, not all flood risks can be eliminated. Residual risks persist due to:

- Unpredictable extreme weather
- Limited system capacity
- Third-party or legacy drainage issues beyond The Council's control

To manage these, The Council maintains:

- Emergency response protocols, including deployment procedures and communications
- Coordination with the LLFA and emergency services
- A register of known high-risk sites, used to inform reactive readiness and future investment planning
- Public information campaigns during high-risk periods to improve awareness and preparedness

## 12. Resilience, Adaptation and Innovation

The Council recognises that future drainage asset management must be resilient, adaptive, and forward-looking, particularly in the context of restricted funding and increasing climate pressures. This section sets out The Council's approach to strengthening resilience,

optimising resources, embracing innovation, and ensuring continuous improvement in the management of highway drainage assets.

### 12.1. Enhancing Resilience

Climate change is driving more frequent and severe weather events, increasing flood risk and asset strain. Building resilience means designing and maintaining drainage infrastructure capable of withstanding these challenges, while minimising disruption to communities and the highway network.

### 12.2. Managing Within Restricted Funding

With constrained budgets, it is essential to use funding efficiently by focusing on interventions that deliver the greatest risk reduction and long-term value. Lifecycle planning and risk-based prioritisation enable targeted investment that extends asset life and prevents costly emergency repairs. The Council will seek to optimise maintenance and renewal programmes, balancing immediate needs with future sustainability.

### 12.3. Driving Innovation

Innovation plays a crucial role in overcoming financial and environmental challenges. The Council is committed to exploring new technologies - such as remote monitoring and data analytics, to improve asset condition knowledge and maintenance effectiveness. Innovative solutions that deliver multiple benefits, such as natural flood management, can also enhance resilience, support environmental objectives, and improve community well-being.

### 12.4. Continuous Improvement and Future Commitment

The Council is committed to continuously improving how it manages its highway drainage assets. This is essential to ensure the service remains effective in a changing environment—one shaped by climate uncertainty, financial constraints, ageing infrastructure, and increasing public expectations. Continuous improvement enables The Council to adapt, innovate, and sustain a high-quality service that protects people, property, and the environment.

### 12.5. Data and Knowledge Enhancement

A strong asset management system depends on reliable data. The Council is working to enhance the accuracy, consistency, and completeness of drainage asset data by:

- Expanding condition surveys and structured inspections across more asset types
- Applying remote technologies such as CCTV, drones, GPS, and flow sensors
- Filling historic data gaps, particularly for culverts, ditches, and third-party connections

Improved data supports better lifecycle modelling, more accurate risk assessment, and more informed investment decisions.

**Development Area 6 – Data Quality Assurance Protocol**

This initiative will establish a formal framework for verifying, maintaining, and updating drainage asset information. The protocol will ensure that data is accurate, consistent, and regularly refreshed, providing a reliable foundation for risk-based planning and operational decision-making.

### 12.6. Risk-Based Review and Adaptation

Drainage asset risks are not static. New developments, land use changes, and climate variability continually reshape risk profiles. The Council will regularly review its risk-based methodology to:

- Reflect updated data and flood history
- Adjust inspection frequencies and maintenance schedules
- Prioritise critical assets and high-consequence failure points
- Embed flexibility to respond to new evidence and stakeholder concerns

This initiative will systematically identify assets most vulnerable to climate-related pressures and prioritise them for investment. The resulting priority list will guide decision-making and ensure the drainage network is strengthened in areas where resilience improvements will have the greatest long-term impact.

### 12.7. Innovation and Best Practice

The Council is actively exploring new approaches to drainage asset management, including:

- Using digital twins and predictive analytics to simulate system behaviour
- Implementing smart sensors and telemetry for real-time monitoring
- Incorporating Sustainable Drainage Systems (SuDS) and natural flood management solutions
- Adopting lower-carbon, durable materials in drainage repairs and renewals
- Learning from national guidance, peer authorities, and research bodies will remain a priority to ensure The Council's approach reflects the latest best practice and delivers value for money.

### 12.8. Staff Development and Collaboration

Effective drainage management relies on skilled, knowledgeable, and empowered staff. The Council supports this by:

- Providing regular technical training and professional development
- Encouraging cross-functional collaboration between highways, flood risk, planning, and emergency teams
- Embedding a culture of shared learning, innovation, and continuous service review

Investment in people ensures that The Council can adapt to changing requirements and maintain high service standards into the future.

## 13. Conclusion

Drainage assets are fundamental to the safety, performance, and sustainability of the East Sussex highway network. As climate change accelerates and infrastructure continues to age, proactive, intelligent management of these assets becomes increasingly critical.

This Drainage Asset Management Plan lays out a strategic approach for addressing current challenges while preparing for future demands. It promotes a shift from reactive to preventative maintenance, from isolated interventions to system-wide planning, and from static data to dynamic, intelligence-led decision-making.

Key to the success of this plan are The Council's commitments to:

- Delivering risk-based, cost-effective interventions
- Enhancing network resilience in the face of climate uncertainty
- Embracing technology and innovation to extend asset life and reduce disruption
- Supporting collaboration with stakeholders and the wider community
- Embedding transparency and accountability in all activities

However, The Council acknowledges that further progress is required. Work remains to:

- Improve condition data across all drainage asset types
- Better understand system interdependencies and third-party influences
- Secure sustained investment and external funding to deliver long-term solutions

This plan is not a static document. It marks a commitment to continuous improvement, informed by evidence and responsive to change. Through ongoing development, innovation, and collaboration, The Council is building a drainage network that not only serves today's needs but can withstand the challenges of tomorrow.

## Appendix A. Development Areas

To ensure continued alignment with national guidance, organisational goals, and emerging risks, several strategic development areas have been identified to guide future enhancements to our asset management approach.

These areas reflect themes arising from internal reviews, audit findings, stakeholder feedback, and evolving best practice.

Each will be assigned to appropriate leads within the Asset Management Team and monitored through the strategy review process.

| # | Development Area | Purpose & Key Actions | Lead / Timescale | Link to Core Principles |
|---|---|---|---|---|
| **1** | **Asset Inventory Completion and Verification** | Complete and verify location and condition data for key drainage assets (gullies, culverts, soakaways, outfalls). Integrate into Confirm and GIS to support | Asset Management Team<br>2026-27 | - Data-Led, Transparent Planning- Whole-Life Asset Planning |

| | | | | |
|---|---|---|---|---|
| | | lifecycle planning and operational response. | | |
| **2** | **Integrated Risk Profiling Framework** | Combine asset condition data with flood risk maps, traffic criticality, and climate vulnerability overlays to create a composite risk model for prioritisation. | Asset Strategist<br>2025-26 | - Risk-Based Decision Making- Data-Led, Transparent Planning- Resilience and Critical Network Focus |
| **3** | **Targeted Condition Monitoring Programme** | Establish a rolling programme of inspections focused on high-risk or data-deficient assets. Prioritise Very Poor/Unsound assets and known flood-prone areas. | Drainage Operations<br>Asset Engineering Lead<br>2026-27 | - Risk-Based Decision Making- Resilience and Critical Network Focus- Continuous Improvement and Innovation |
| 4 | **Data and System Integration Across Functions** | Improve system connectivity (Confirm, GIS, flood mapping, planning databases). Enable shared access, reduce duplication, and improve modelling. Focus on automation and compatibility (e.g., ESRI formats). | Software Systems Lead<br>2025-26 | - Data-Led, Transparent Planning- Continuous Improvement and Innovation |
| **5** | **Climate Impact Mapping and Adaptation Priority List** | Develop a GIS-based map linking drainage assets with flood risk zones, terrain, and runoff projections. Use this to create a prioritised list of adaptation sites. | Asset Strategist & GIS Team 2026-27 | - Resilience and Critical Network Focus- Risk-Based Decision Making- Continuous Improvement and Innovation |
| **6** | **Data Quality Assurance Protocol** | Develop a formal QA framework covering accuracy, GPS standards, condition rating, and data validation. Apply across all internal and third-party asset updates. | Asset Strategist 2025-26 | - Data-Led, Transparent Planning- Continuous Improvement and Innovation |

## Appendix B. 2023-2028 Client Service Requirements

### Objective

To allow all elements of highway drainage system to work effectively and efficiently so that surface water on the area network is captured and discharged appropriately.

### Definition

Drainage - all elements of the highway drainage system including but not limited to drains, linear drainage systems, gullies, chambers, catchpits, soakaways, outfalls, associated pipework, ditches and grips.

### Specification

Gullies and catchpits /chambers: The *Contractor* routinely cleanses the *Client's* drainage asset (gullies, catchpits and chambers) as identified in Volume 3, Site Information. The frequency of the cleanse for individual assets is determined by the *Contractor* using a risk-based approach (considering silt levels, location, flooding risk, historical data etc.) Assets are cleaned in accordance with clause 520 of the specification for Highways Works - dated February 2020. Currently cleaning is carried out every 1, 2 or 3 years depending on the risk.

For service year 1 the *Contractor* undertakes the cleansing of drainage assets in accordance with the frequencies identified in Volume 3, Site Information.

For service years 2-7 the contractor develops for acceptance by the project manager an optimised drainage cleansing plan for gullies, catchpits and chambers.

Ditches and Grips: The Contractor maintains one quarter of the ditch and grip network on a rolling four-year programme, such that they act as an effective surface drain and are clear of obstructions.

Jetting: The Contractor undertakes low-pressure, high-volume jetting of drainage systems in accordance with clause 521 of the Specification for Highway Works – dated February 2020. The jetting resource provided is one full-time dedicated crew including people and equipment.

The Contractor plans, programmes and schedules this resource to undertake jetting works on the Area Network, to either supplement the drainage cleansing plan (gullies, catchpits and chambers) and/or respond to hazards or individual requests for work identified from Safety Inspections. Service Inspections, others, or the Client.

Records to be maintained: in providing the works the Contractor maintains and makes available to the Project Manager the following minimum information:

- Location of drainage asset etc.
- Date of visit.
- Crew attended.
- Action taken.
- Silt levels prior and post operation.
- Duration of operation.
- Record of obstructed paperwork.
- Damaged chambers/ gullies, grates and covers.

- Number of outlets per gully / chamber.
- Gully / chamber etc. construction.

Data is collected, collated and available in a system that enables electronic transfer to the Information Model and the Clients GIS system (Highway Viewer) – ESRI shape file compatible.

**Compensation Events**

The Contractor notifies the Project Manager of any Core Activity Drainage maintenance works requiring any of the following additional (extra-over) activities as soon as it becomes aware.

- Enhanced traffic management (e.g. involving temporary traffic lights and / or road /lane closures)
- Out of hours (night-working) and
- CCTV surveys of highway drainage systems – to assist with inspection and assessment of asset condition and targeting further works.

The Project Manager instructs any extra-over aspects of the works involving the above as a compensation event (CE).

## Appendix C. Risk Based Scoring for Maintenance:

**Likelihood of Failure (Score 1 to 5)**
1 = Very low – Asset in excellent condition, no failure history
2 = Low – Minor defects, rare failures
3 = Moderate – Some defects, occasional failures
4 = High – Significant defects, frequent failures
5 = Very high – Severe defects, imminent failure

**Safety Consequence (Score 1 to 5)**
1 = Negligible – No impact on public safety
2 = Minor – Slight inconvenience, no injuries
3 = Moderate – Possible minor injuries or hazards
4 = Major – Serious injuries possible
5 = Severe – Fatalities or major incidents likely

**Service Consequence (Score 1 to 5)**
1 = Minor – No road closures or delays
2 = Low – Minor delays, localised impact
3 = Moderate – Temporary lane closures, moderate disruption
4 = High – Road closures causing significant disruption
5 = Severe – Long-term closures, major network disruption

**Environmental Consequence (Score 1 to 5)**
1 = Negligible – No environmental impact
2 = Minor – Localised minor impact
3 = Moderate – Moderate pollution or habitat disruption
4 = High – Significant pollution or damage to protected sites
5 = Severe – Major environmental damage

**Asset Criticality (Score 1 to 5)**
1 = Low – Minor road or low-importance asset
2 = Low-Medium – Less trafficked local road
3 = Medium – Important local route
4 = High – Key distributor road
5 = Very High – Strategic route or critical infrastructure

**The risk score is calculated using this formula:**
Risk Score = Likelihood of Failure × (Safety Consequence + Service Consequence + Environmental Consequence) × Asset Criticality
**1 to 20 = Low Risk**
Recommended Action: Routine monitoring and maintenance
**21 to 50 = Medium Risk**
Recommended Action: Planned maintenance and inspection
**51 and above = High Risk**
Recommended Action: Immediate intervention and renewal

## Appendix D – Glossary and Definitions

**Asset Management** – A strategic, systematic process for managing infrastructure assets to maximise value, minimise risk, and deliver agreed levels of service in the most cost-effective manner.

**Balancing Pond** – A drainage feature designed to temporarily store surface water runoff and release it slowly to prevent flooding and downstream overloading.

**Catchpit** – A chamber or pit incorporated into drainage systems to collect sediment and debris, preventing blockages further downstream.

**CCTV Survey** – A method of inspecting the internal condition of drainage pipes and culverts using a remotely operated camera system, used for assessment and maintenance planning.

**Culvert** – A closed conduit, typically under a road or embankment, that conveys surface water or a watercourse beneath infrastructure.

**Commuted Sum** – A financial contribution required from third parties (e.g., developers) to cover the future maintenance costs of adopted drainage assets.

**Confirm** – The asset management system used by The Council to record, manage, and analyse data related to highway and drainage assets.

**DAMP** – Drainage Asset Management Plan, the formal document setting out The Council's strategy for managing drainage infrastructure.

**Development Area** – A defined priority improvement initiative within the DAMP aimed at enhancing service delivery, asset data, resilience, or operational efficiency.

**Filter Drain** – A linear drain filled with permeable material that captures and conveys surface water, often used at the edge of roads.

**Flood (Highway Definition) -** Presence of standing or running water on the carriageway. Action is taken if, 24 hours after rainfall ends:

- Water remains where a 40mph+ speed limit applies and aquaplaning is a risk.
- Water reaches 30cm depth across the carriageway.
- A formal pedestrian crossing is unsafe for people with mobility or visual impairments.
- A footway is fully submerged by standing water.

**Highway Flooding Obstruction -** Action is taken if, 24 hours after rain:

- The road or footway is impassable.
- Safety concerns arise for people with mobility or visual impairments.
- Water forces vehicles, cyclists, or pedestrians more than 1 metre from the kerb, increasing risk of head-on collisions.
- Access to public or community buildings (e.g. GP surgeries, libraries, police stations) is difficult for people with mobility issues.

**Highway Flooding of Property -** Action is taken when:

- Highway water crosses the threshold of a property, causing damage to internal surfaces. This applies to habitable and non-habitable outbuildings but excludes the property's curtilage (e.g. gardens or driveways).
- After rainfall has stopped, access to the property is impassable.

**Flood Risk Management** – Coordinated efforts to assess, reduce, and respond to the risk of flooding from various sources, including surface water and overwhelmed drainage systems.

**Gully** – A road drainage feature, typically a grated inlet connected to a pipe or chamber, used to capture surface water from the carriageway.

**Grips** – Shallow roadside channels or cuts made in verges to intercept and divert surface water into adjacent ditches or fields.

**Highway Authority** – The local authority legally responsible for managing and maintaining the public road network, including associated drainage systems.

**Highways Act 1980** – The primary legislation governing the duties and powers of highway authorities in England, including drainage-related responsibilities.

**LPA** – Local Planning Authority

**Lead Local Flood Authority (LLFA) -** The Council is designated as LLFA under the Flood and Water Management Act 2010. The LLFA is responsible for managing local flood risk from surface water, groundwater, and ordinary watercourses (such as small rivers, ditches, and streams). Key duties include developing a Local Flood Risk Management Strategy, investigating significant flood events, maintaining a flood risk asset register, regulating ordinary watercourses, promoting sustainable drainage systems (SuDS) in major planning applications, and working in partnership with other flood risk management authorities.

**Lifecycle Planning** – An approach to managing infrastructure by considering the full cost of ownership and performance over the asset's lifespan.

**Outfall** – The point where a drainage system discharges into another system, watercourse, or soakaway.

**Reactive Maintenance** – Unplanned maintenance in response to identified defects or incidents, such as blocked gullies or localised flooding.

**Risk-Based Approach** – A method of prioritising inspection, maintenance, and investment decisions based on an assessment of asset condition, criticality, and consequences of failure.

**Soakaway** – A subsurface structure designed to allow water to percolate into the ground, used when there is no nearby watercourse or sewer connection.

**Strategic Route** – A key road within the highway network that supports high traffic volumes or provides critical access to essential services.

**Surface Water** – Rainfall or runoff that flows over the land surface, especially during or after heavy precipitation events.

**Sustainable Drainage Systems (SuDS)** – A set of water management practices designed to control surface water runoff as close to its source as possible, promoting infiltration and reducing downstream flooding.

**Third-Party Drainage** – Drainage systems not owned or maintained by the Highway Authority, but which may connect to or affect highway infrastructure.

**Unsound Condition** – An asset state classification indicating that a drainage feature is structurally or functionally unfit and requires urgent intervention.

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# Appendix 7 – Summary of Drainage Asset Management Plan

**Purpose of the Plan**
This plan sets out how the Council will manage and maintain East Sussex's highway drainage network to keep roads safe, prevent flooding, and protect the environment. It replaces the 2015–2018 strategy and aligns with the Council's wider Highway Infrastructure Asset Management Plans.

**Why it Matters**
- Effective drainage keeps roads open and safe in all weather.
- Poor drainage risks flooding, road closures, property damage, and environmental harm.
- Climate change is increasing the frequency and intensity of rainfall events, making resilience critical.

**What's Covered**
- **Assets:** 93,000 gullies, 10,000 grips, 505km ditches, 2,700km pipes, 7,150 catchpits, 679 soakaways, 1,832 outfalls, and 7 balancing ponds.
- **Scope:** All adopted highways in East Sussex; excludes private systems, public sewers, and trunk road drainage.
- **Approach:** Risk-based management – prioritising the assets most critical to safety, service, and environmental protection.

**Key Service Objectives**
- Remove water from roads quickly (within 2 hours after normal rain).
- Maintain at least 90% of drainage assets in good or fair condition.
- Focus extra attention on high-risk locations (flood hotspots, conservation areas, critical roads).
- Respond to high-priority incidents within 2 hours.

**How Work is Delivered**
- Partnership with Balfour Beatty Living Places under the East Sussex Highways contract.
- Routine and reactive maintenance, plus planned upgrades based on priority scoring.
- Developer-funded assets must meet strict standards before adoption, with commuted sums for long-term maintenance.
- Stronger links with communities for reporting and tracking drainage issues.

**Risks and Challenges**
- Increasing rainfall intensity and extreme weather events.
- Ageing infrastructure and incomplete data records.
- Limited budgets requiring careful prioritisation.

**Commitment Going Forward**
- Move from reactive fixes to proactive prevention.

- Use technology and innovation (e.g. sensors, predictive modelling) to improve efficiency.
- Be transparent in reporting performance and priorities.
- Work collaboratively with communities and partner agencies.

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**Development Areas (2025–2030)**

1. **Asset Inventory Completion and Verification** – Complete and verify location/condition data for key drainage assets and integrate into asset management systems.
2. **Integrated Risk Profiling Framework** – Combine condition data, flood maps, traffic importance, and climate vulnerability into a single prioritisation model.
3. **Targeted Condition Monitoring Programme** – Focus inspections on high-risk or data-deficient assets, prioritising those in very poor condition or flood-prone areas.
4. **Data and System Integration Across Functions** – Improve connectivity between asset, flood, and planning systems to streamline information sharing and modelling.
5. **Climate Impact Mapping and Adaptation Priority List** – Map drainage assets against flood risk and climate projections to target resilience upgrades.
6. **Data Quality Assurance Protocol** – Establish a formal process to ensure asset data is accurate, consistent, and regularly updated.

# Highway Network Resilience Plan 2025-2030

**Strategic Document**

Version 2.0

Publication date: September 2025

Author: Highway Asset Management



East Sussex County Council

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1.0 Highway Network Resilience Plan 2022-2024

- Plan created.
- Approved by LMTE 19.12.2022

**2025 Review Detail:**

2.0 Reviewed to ensure the plan still meets best practice.

Designated fuel stations and waste transfer stations have been added to the criteria for the resilient network.

The network itself has been reviewed to have confidence it serves the correct locations and that facilities have not relocated.

## 1. Introduction

East Sussex County Council (The Council), as the Local Highway Authority, has a statutory duty to maintain a safe, serviceable and resilient local road network. A resilient network is one that can withstand the impacts of severe weather, major incidents, industrial action and other disruptive events — and recover quickly when they occur.

Resilience matters because the highway network underpins daily life. It connects communities, enables access to essential services, supports emergency response, and sustains economic activity. When key routes fail, the consequences are immediate: communities are cut off, businesses are disrupted, and vulnerable people can be placed at risk.

This Plan is an integral part of the Council's Highway Asset Management Policy and Strategy, which set out a risk-based approach to maintaining the entire network. Within this framework, a designated Resilient Network has been identified. This represents the bare minimum set of routes needed to maintain essential connectivity, support emergency response, and sustain economic activity during disruptive events. It is not intended to cover every community or facility, but to safeguard the most critical links.

The Department for Transport's Local Highways Maintenance Incentive Fund requires authorities to evidence sound asset management and the identification of a Resilient Network to achieve the highest self-assessment banding and secure full funding allocations. This Plan therefore not only strengthens local resilience but also supports the Council in maximising external funding.

By embedding resilience into asset management decision-making, this Plan ensures that critical routes are protected, that the network is better prepared for future challenges such as climate change, and that the Council continues to deliver value for money through proportionate, risk-based management.

## 2. Scope

This Highway Network Resilience Plan defines the boundaries of the Council's approach to strengthening the local highway network's ability to withstand and recover from disruptive events.

It applies to all highway assets managed by the Council, including:

- Carriageways, footways, and cycleways
- Highway structures (bridges, culverts, retaining walls)
- Drainage infrastructure
- Street lighting, traffic signals, and other critical operational systems

The plan covers:

- Identifying vulnerabilities in the network
- Setting out preventative and mitigating measures to improve resilience
- Coordinating operational and emergency responses
- Working with partners, emergency services, and contractors
- Integrating resilience into asset management, maintenance planning, and investment decisions

It does not replace detailed operational or emergency procedures. Instead, it provides a strategic framework to guide decision-making, resource allocation, and partnership working.

## 3. Policy, Legislative and Best Practice

Our approach to maintaining a resilient highway network is shaped by local and national policy, statutory duties and proven best practice guidance.

### 3.1. National Policy Drivers

The UK Climate Change Risk Assessment (CCRA) (2012, updated 2016) identified flooding, landslides, heat damage, and bridge scour as key risks for the transport sector.

The National Adaptation Programme (NAP) (2013) sets out objectives for climate-resilient infrastructure. Of relevance to highways are:

1. Ensuring infrastructure is planned, designed, and maintained to withstand climate change and extreme weather.
2. Understanding vulnerabilities in local infrastructure to inform risk reduction actions.

The Climate Change Act 2008 (as amended) requires the UK to adapt to the impacts of climate change and commit to a net-zero greenhouse gas target, influencing both infrastructure design and maintenance priorities.

### 3.2. Evidence from Severe Weather Events

The severe winter of 2013/14 - the most exceptional in Southern England for 248 years (Met Office) caused major disruption, including prolonged flooding of local roads. Following this, the Secretary of State for Transport commissioned the Transport Resilience Review (2014), which recommended that all Local Highway Authorities identify a Resilient Network to prioritise for maintaining economic activity and access to services during extreme weather.

### 3.3. National Guidance and Best Practice

The Well-Managed Highway Infrastructure (WMHI) Code of Practice (UK Roads Liaison Group) recommends that each authority identify a Resilient Network within its highway hierarchy and give it priority in maintenance and operational planning (Recommendation 20).

The Highways Maintenance Efficiency Programme (HMEP) provides tools and services to help local authorities adopt efficient and effective working practices.

The Department for Transport (DfT) Local Highways Maintenance Incentive Fund requires authorities to demonstrate sound asset management, including the identification and prioritisation of a Resilient Network, to achieve higher self-assessment banding and secure full funding allocations.

### 3.4. Local and Regional Policy Links

This plan supports the delivery of the East Sussex Local Transport Plan, the Highway Asset Management Policy and Strategy, and the Council’s climate adaptation and net-zero commitments. It also aligns with countywide emergency planning arrangements and the work of the Sussex Resilience Forum.

### 3.5. Partnership Working

Resilience planning and delivery are undertaken in collaboration with the Environment Agency, emergency services, neighbouring highway authorities, and infrastructure owners. This partnership approach ensures that risks are managed consistently across administrative boundaries and that critical services are maintained during disruptive events.

### 3.6. Best Practice Alignment

This plan aligns with recognised best practice by:

- Complying with Recommendation 20 of the WMHI Code.
- Supporting the DfT Incentive Fund self-assessment process and evidencing compliance with Band 3 asset management criteria.
- Embedding resilience within the Council's risk-based asset management approach as set out in the Highway Asset Management Policy and Strategy.

## 4. Identifying the Council's Resilient Network

The overarching aim of the East Sussex Resilient Network Plan is to keep the county moving during emergencies by using a risk-based approach to deliver an efficient and effective service that:

- Protects economic activity within and through the county
- Maintains access to key services
- Maintains access to key infrastructure

The Resilient Network is not intended to link every community, facility, or emergency service. Instead, it focuses on routes of highest strategic importance.

### 4.1. Strategic Alignment

The development of the Resilient Network directly supports the Council's priorities to:

- Drive sustainable economic growth
- Keep vulnerable people safe
- Help people help themselves
- Make best use of resources in both the short and long term

It also contributes to the objectives of the Local Transport Plan by:

- Delivering safer and more accessible journeys
- Supporting healthier lifestyles and communities
- Decarbonising transport and travel
- Conserving and enhancing the local environment
- Supporting sustainable economic growth
- Strengthening the resilience of transport networks

### 4.2. Methodology

In line with Recommendation 20 of the Well-Managed Highway Infrastructure (WMHI) Code of Practice, the Resilient Network includes routes crucial to the economic and social life of

the county and wider region. Selection considered the likelihood of repeat events (e.g., flooding) and other local risk factors.

Routes and assets were included if they provide:

- Main connections between primary communities (population >10,000)
- Links to the strategic highway network (National Highways roads, DfT Major Road Network)
- Connectivity across authority boundaries
- Access to transport interchanges and designated fuel sites
- Additionally, the network incorporates the most direct, major route from the nearest A road or Resilient Network link to:
- Emergency facilities (Fire and Rescue centres, Police Stations, Ambulance Services, Hospitals, Barracks, Coastguard Stations)
- Critical infrastructure (ports, power stations, water treatment works, waste transfer stations, Cuilfail Tunnel, Newhaven Swing Bridge)
- Primary operational facilities (prisons, main council offices, ESCC depots, commercial harbours)
- Principal public transport routes (bus stations, depots, key rail stations with >250,000 passenger journeys annually, or DfT Primary Destination stations)
- Other locally important facilities (e.g., business or industrial parks) assessed on a case-by-case basis

### 4.3. Flexibility

The network can be adapted in emergencies to include additional routes where required — for example, to reach vaccination centres, temporary mortuaries, or long-term diversions during major works.

### 4.4. Scale

The East Sussex Resilient Network covers approximately 16% of the total network (493 km out of 3,120 km).

A full list of the roads in the Resilient Network and associated maps is provided in **Appendix A.**

## 5. Minimising Risk to the Network and Managing Disruptive Events

Once the Resilient Network has been identified, it is essential to manage the risks that could disrupt its operation. This section outlines the measures taken to minimise those risks and respond effectively when incidents occur.

### 5.1. National Best Practice Guidance

The DfT recommends that all risks associated with operating the Resilient Network are documented alongside mitigation measures. These should cover resilience against snow, ice, flooding, exceptional heat, industrial action, major incidents, and other locally relevant risks.

The Well-Managed Highway Infrastructure (WMHI) Code of Practice further advises that risk assessments should consider:

- The likelihood of specific asset failure due to physical attributes or location (e.g., design capacity, condition, geology, catchment characteristics)
- The socio-economic consequences of failure, including:
    - Potential for community severance
    - Impact on emergency response capability
    - Suitability and length of diversion routes
    - Typical traffic volumes and vehicle types
    - Cost and timescale for repair/recovery
    - Risk of damage to statutory utility plant

### 5.2. Integrated Risk Management

All risks to the Resilient Network are recorded in the Council's Highway Asset Risk Register, which is reviewed regularly in line with the Highway Asset Management Policy and Strategy. This register links to the corporate risk framework to ensure transparency, alignment with wider organisational priorities, and readiness for DfT Incentive Fund self-assessment.

### 5.3. The 4Rs of Resilience

Resilience is achieved through a balanced approach using:

- Resistance – preventing damage (e.g., flood defences, protective barriers)
- Reliability – ensuring continued operation under a range of conditions (e.g., stabilising embankments)
- Redundancy – having backups or alternative capacity (e.g., designated diversion routes)
- Recovery – enabling rapid reinstatement of service (e.g., temporary structures, rapid repair teams)

### 5.4. Future Climate and Environmental Risks

Risk assessments incorporate UK Climate Projections (UKCP18) data to account for the increasing frequency and severity of extreme weather events such as heavy rainfall, heatwaves, and coastal flooding. This ensures that resilience measures are forward-looking and not based solely on historical data.

### 5.5. Partnership and Multi-Agency Coordination

Resilience planning is undertaken in collaboration with the Environment Agency, utility providers, emergency services, neighbouring highway authorities, and the Sussex Resilience Forum. This partnership approach ensures coordinated incident response, effective sharing of information, and alignment with other critical infrastructure plans.

### 5.6. Event Types and Mitigation

The table  outlines potential events that could disrupt the Resilient Network, with associated preventative measures, response actions, and recovery steps. Where applicable, external documents and operational plans are referenced for detailed procedures.

### 5.7. Continuous Improvement

Following any disruptive event, a post-incident review is conducted to evaluate the effectiveness of preventative and response measures. Lessons learned are used to update

procedures, refine the Resilient Network, and enhance the Highway Asset Risk Register, ensuring a continuous cycle of improvement in line with ISO 55000 asset management principles.

**Table 3.2 – Potential Disruptive Events, Preventative Measures and Response / Recovery Actions**

| Disruption | Preventative measures | Planning for emergency events | Event response | Event recovery |
|---|---|---|---|---|
| **All incidents** | The ESCC Emergency Planning Team have systems in place to provide early warnings of incidents where possible so preventative measures can be taken if appropriate. They work with the Sussex Resilience Forum which is a multi-agency partnership whose members work together to prepare, respond to and recover from emergencies and major incidents.<br><br>We will keep records of events to inform future planning and preventative measures.<br>We will keep up to date with latest innovations and research that may help to prevent or reduce the impact of extreme events. ESCC is a member of the Local Council Roads Innovation Group and meets regularly with authorities in the South East to discuss innovation.<br><br>Our maintenance teams also have an innovations group to review the potential of new innovations. | Resilient Network established and kept up to date with input from stakeholders.<br><br>The highway maintenance contractor is required to have resources available 24hrs a day, 7 days a week to provide an emergency response to deal with major hazards on the highway. See Highways and Infrastructure Services contract for details.<br><br>Business continuity plans are in place to help prepare for events which also affect the delivery of the service e.g. staff being unable to travel to work or extra staff needed to manage an incident.<br><br>Stakeholder Engagement and Communications plans are in place setting out how we will communicate and work together with public and other stakeholders regarding preparation of plans and in response to events e.g. emergency services to minimise impact.<br><br>We will liaise with the Sussex Resilience Forum and neighbouring authorities to ensure that plans are | Issues identified on the Network as having a high impact on the safety and operation of the highway can be dealt with under our 'Emergency Response' service and will be responded to within 2hrs.<br><br>This process can also be used to prioritise reactive responses on the Resilient Network where they cause or are likely to cause major disruption to traffic (if appropriate and proportionate).<br><br>Our risk-based approach to dealing with hazards on the network also allows us to prioritise our response to defects.<br><br>Additional routes can be added to the Resilient Network to help deal with a specific emergency e.g. the route to a vaccination centre during a pandemic. | Communication to relevant stakeholders will take place.<br>Debrief of relevant staff where appropriate.<br><br>A post event review of this Plan and effectiveness of response with relevant stakeholders will take place.<br><br>Information will be used to inform future preventative measures and response to incidents.<br><br>Lessons learned will be recorded and SMART actions put in place where appropriate. |

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| | | robust and that we have a consistent approach to establishing and maintaining a Resilient Network and managing events.<br>We will work with National Highways and share information on our respective resilience plans to ensure a joined-up approach. | Disruption to the Resilient Network will be minimised through appropriate network management. E.g. establishing diversion routes; minimising duration of works that disrupt traffic flow or ensuring there are suitable alternative routes where appropriate. Traffic Sensitive Streets have been identified and are used to inform decision making.<br><br>The Stakeholder, Engagement and Communications Plans, and Business Continuity Plans will be followed. Senior management and the Council's Emergency Response Team can provide additional support if necessary. | |
| **<u>In addition</u> to the actions above, the following will also apply to the specific incidents listed below:** | | | | |
| **Asset failure** | Assets in good condition are more resilient to disruptive events.<br><br>A risk-based Asset Management Strategy and supporting plans are in | Maintain accurate and up to data asset information.<br><br>Cuilfail tunnel and Newhaven Swing bridge emergency plans in place. | The Inspection Manual sets out a risk-based approach to dealing with defects and safety issues. The Resilient Network | All actions covered in All Incidents section above. |

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| | place for all assets, including critical structures.<br>These inform the capital programme for preventative maintenance and repair works.<br>Regular condition surveys are carried out on all highway assets by either SCANNER or Course Visual Inspection (CVI). The results of these allow ESCC to maintain a good understanding of the network and any risk of failure.<br><br>To ensure our entire network remains in a safe and serviceable condition the East Sussex Highway Asset Inspection Manual sets out a risk-based approach for carrying out regular safety inspections, responding to hazardous defects and carrying out permanent repairs. As such, 90% of our Resilient Network is inspected monthly, with 10% (45.6km) inspected 6 monthly.<br>Information about incidents regularly affecting the resilience of roads will be recorded e.g. if it is in a flooding hotspot or if there are sections that are more prone to damage.<br><br>Consideration will be given to designing for resilience when carrying out capital works, where appropriate and proportionate to the risks. | | can be prioritised if necessary/appropriate. | |

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| **Flooding** | A risk-based Asset Management Plan for drainage is in place including details on how gully cleaning and inspections will be managed on the Resilient Network and prioritised based on resources and need. | All actions covered in All Incidents section above. | The Inspection Manual sets out a risk-based approach to dealing with hazardous flooding incidents. The Resilient Network can be prioritised if necessary/appropriate. | All actions covered in All Incidents section above. |
| **Ice and snow** | Consideration will be given to designing for resilience when carrying out capital works where this is appropriate and proportionate to the risks.<br>E.g. landscaping to reduce chance of snow drifts in areas where this has been identified as a problem. | A Winter Service Plan is produced annually containing details of event planning including weather monitoring, training, when, where and how gritting and snow clearance will take place.<br>Roads on the Resilient Network will be part of the primary pre-salting network. This network does not replace the gritting network but is a key component of it. If the location cannot be accessed by a gritter then grit bins will be provided. | See Winter Service Policy, associated Winter Service Plan and Communications Plan for details. Resilient Network is prioritised.<br>Additional refills of grit bins and pipes, spot gritting and supply and distribution of bulk bags can be instructed, as necessary. | Review Winter Service Plan and effectiveness of response each year as well as after any major incidents. |
| **High winds** | A Highway Tree Asset Management Plan is in place that includes a risk-based approach to managing highway trees based on their location and severity of impact.<br>Trees that could affect the highway are inspected as part of routine safety inspections by Highway Stewards for any obvious damage/disease that would make them vulnerable.<br>High winds have not had a significant impact on structures and other Resilient Network assets historically. | Arrangements are in place for emergency crews to attend to any trees affecting the highway because of high winds. | Tree clearance can be prioritised on the Resilient Network if necessary and appropriate.<br>The Inspection Manual sets out a risk-based approach to dealing with defects and safety issues. The Resilient Network can be prioritised if necessary/appropriate. | |

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| | However post-event monitoring will be used to inform any appropriate mitigation measures should the situation change. | | | |
| **Extreme heat** e.g. fatting up, road deformation, high road temperatures causing tire blow outs | Design for resilience when carrying out capital works where appropriate/possible and where proportionate to the risks. E.g. use of materials less prone to heat damage or paler surfacing materials that will emit less heat. | Sand held in stock for reducing impact of fatting up. | The Inspection Manual sets out a risk-based approach to dealing with defects and safety issues. The Resilient Network can be prioritised if necessary/appropriate. Sand can be spread by gritters or carried in the vans of CRT crews for application at problem areas. Flexible rotas in place allowing maintenance staff to work at cooler times of day to ensure business continuity. | |
| **Industrial Action** | | Network Team will identify alternative routes if industrial action blocks part of the Resilient Network or critical assets. Traffic Sensitive Streets have been identified to inform these plans. Business continuity plans specifically cover the loss of staff or contractor due to industrial action. | All actions covered in All Incidents section above. | All actions covered in All Incidents section above. |
| **Emergency Road Closures e.g. utility works or obstructions** | Network Team coordinate road closures and work closely with utility companies etc. to minimise disruption of emergency road closures. Traffic Sensitive Streets have been identified to minimise disruption to | All actions covered in All Incidents section above. | Street works management can be prioritised on Traffic Sensitive Streets and on the Resilient Network if appropriate. | All actions covered in All Incidents section above. |

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| | roads with high strategic importance on the network. | | Inspection Manual sets out how we would deal with obstructions. The Resilient Network can be prioritised if necessary/appropriate. | |
| **Other major disruptive events and local incidents** | All actions covered in All Incidents section above. | ESCC is a member of the Sussex Resilience Forum and works with local and national organisations to prepare for potential disruptive events.<br>Corporate Emergency and Business Continuity Plans are in place to guide the response to major disruptive events.<br>Highway emergency plans are non-specific and can cover all types of events.<br>The highway contract allows for additional work to be requested by ESCC to enable an emergency response to unexpected events. | Follow corporate and highway emergency/business continuity plans. Senior decision makers to respond to incident as appropriate. Resilient Network can be prioritised if necessary/appropriate. | Consider whether event is likely to happen again and if so, whether specific plans should be put in place to minimise future impact. |

## 6. Review and Continuous Improvement

In line with the WMHI Code of Practice requirement for evidence-based reviews, the Council has established a policy review process to ensure the Resilient Network Plan remains accurate, effective, and aligned with best practice.

### 6.1. Review Frequency

All policies are reviewed at least every two years, or sooner if triggered by:

- An emergency event
- A change in legislation or best practice guidance
- Feedback from stakeholders or operational experience

Key locations within the Resilient Network will be reviewed at least every two years.

Connections (links between key locations) will be reviewed at least every six years.

New locations will be added on a rolling basis where they meet the selection criteria and are agreed by relevant stakeholders.

### 6.2. Stakeholder Engagement

Relevant stakeholders will be consulted when:

- Criteria for determining the network are updated
- Major changes to the network occur
- Feedback is sought on the plan's effectiveness following an incident

### 6.3. Continuous Improvement

Post-incident reviews will be used to identify lessons learned, with updates incorporated into the plan and the Highway Asset Risk Register. This approach supports compliance with the WMHI Code, aligns with DfT Incentive Fund expectations for evidence-based asset management, and ensures the Resilient Network evolves to meet emerging risks and service needs.

## 7. Stakeholder Engagement

Effective stakeholder engagement is essential to ensuring that the Resilient Network reflects the needs of the community, supports economic activity, and maintains connectivity during disruptive events.

### 7.1. Best Practice Requirements

The WMHI Code of Practice advises that Local Highway Authorities engage with the Local Resilience Forum, neighbouring authorities, key businesses, and interest groups to jointly identify critical routes.

The Department for Transport recommends consulting key stakeholders such as Network Rail, bus operators, and securing formal approval from senior decision-makers.

### 7.2. Consultation Process

ESCC engaged with both internal and external stakeholders to ensure the Resilient Network is evidence-based, locally relevant, and regionally consistent.

### 7.3. Internal Stakeholders

- Highway Maintenance Contractor
- Public Transport Team
- Flood Risk Management Team
- Traffic and Safety Team
- Emergency Planning Team
- Infrastructure, Planning and Place Team
- Major Projects and Growth Team

### 7.4. External Stakeholders

- Neighbouring highway authorities (Emergency Planning Officers and Highway Services)
- District and Borough Council Emergency Planning Officers
- Sussex Resilience Forum members (Police, Fire, Ambulance, NHS, Coastguard)
- Transport for the South East
- Network Rail
- Bus operators
- National Highways
- Logistics UK

### 7.5. Ongoing Communication

Engagement is maintained through the Sussex Resilience Forum and direct liaison with neighbouring authorities to ensure continuity of the Resilient Network across borders.

A copy of this plan is published on the ESCC website to ensure transparency and facilitate feedback from stakeholders and the public.

## Appendix A - Resilient Network Map/List

Roads and features on the Resilient Network have been highlighted in the map at the following link.

Map of the Resilient Network.

A list of the roads/sections included:

| USRN | Road Number | Road Name | Town | Reason for inclusion |
|---|---|---|---|---|
| 32500527 | A271 | Kitchenham Road | Ashburnham | Linking A roads |
| 42700278 | A22 | Lewes Road | Ashurst Wood | Linking A roads |
| 23301652 | C205 | Cooksbridge Road | Barcombe | Fire Station |
| 23301651 | C205 | Deadmantree Hill | Barcombe | Fire Station |
| 23300535 | C8 | High Street | Barcombe | Fire Station |
| 23300579 | U5009 | Weald View | Barcombe | Fire Station |
| 32500300 | A2100 | Battle Hill | Battle | Linking A roads |
| 32500318 | A271 | Beechdown Wood | Battle | Linking A roads |
| 32500323 | A2100 | Hastings Road | Battle | Linking A roads |
| 32500298 | A2100 | High Street | Battle | Linking A roads |
| 32500296 | A2100 | London Road | Battle | Linking A roads |
| 32502162 | A2100 | Lower Lake | Battle | Linking A roads |
| 32500317 | A271 | North Trade Road | Battle | Linking A roads |
| 32500297 | A271 | Ten Sixty Six Roundabout | Battle | Linking A roads |
| 32500297 | A2100 | Ten Sixty Six Roundabout | Battle | Linking A roads |
| 32502163 | A2100 | Upper Lake | Battle | Linking A roads |
| 32500135 | A268 | Whitebread Lane | Beckley | Linking A roads |
| 32500605 | U6575 | Ashdown Road | Bexhill | Education : secondary |
| 32500804 | U6563 | Beeching Road | Bexhill | Multiple uses |
| 32500630 | U6572 | Bolebrooke Road | Bexhill | Coastguard |
| 32502278 | U6572 | Bridge Road | Bexhill | Coastguard |
| 32500647 | A269 | Buckhurst Road | Bexhill | Rail Station |
| 32502487 | A2690 | Combe Valley Way | Bexhill | Linking A roads |
| 32500636 | U6736 | De La Warr Parade | Bexhill | Coastguard |
| 32500639 | A269 | Dorset Road | Bexhill | Education : secondary |
| 32500922 | U6589 | Gunters Lane | Bexhill | Education : secondary |
| 32500625 | A2036 | Hastings Road | Bexhill | Linking A roads |
| 32500982 | A259 | Little Common Road | Bexhill | Linking A roads |
| 32500805 | U2690 | London Road | Bexhill | Rail Station |
| 32500805 | A269 | London Road | Bexhill | Linking A roads |
| 32500638 | A269 | Magdalen Road | Bexhill | Rail Station |
| 32500986 | A269 | Ninfield Road | Bexhill | Linking A roads |
| 42703140 | A269 | Ninfield Road | Bexhill | Linking A roads |
| 32500648 | A269 | Town Hall Square | Bexhill | Rail Station |
| 32500991 | C346 | Turkey Road | Bexhill | Education : secondary |

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|---|---|---|---|---|
| 32500645 | A269 | Upper Sea Road | Bexhill | Rail Station |
| 32500581 | A2036 | Wrestwood Road | Bexhill | Linking A roads |
| 23301150 | A259 | Newhaven Road | Bishopstone | Linking A roads |
| 23301108 | A259 | Seaford Road | Bishopstone | Linking A roads |
| 42700290 | A264 | Colestock Road | Blackham | Linking A roads |
| 42700626 | A26 | Boars Head Roundabout | Boars Head | Linking A roads |
| 42701703 | A26 | Eridge Road | Boars Head | Linking A roads |
| 42701349 | A271 | Boreham Hill | Boreham Street | Linking A roads |
| 32500224 | A28 | Brede Hill | Brede | Linking A roads |
| 32500223 | A28 | Cackle Street | Brede | Linking A roads |
| 32500217 | A28 | Northiam Road | Broad Oak | Linking A roads |
| 32500182 | A265 | Etchingham Road | Burwash | Linking A roads |
| 32500188 | A265 | Heathfield Road | Burwash | Linking A roads |
| 32500181 | A265 | High Street | Burwash | Linking A roads |
| 32500180 | A265 | Paygate | Burwash | Linking A roads |
| 32501027 | C212 | Shrub Lane | Burwash | Fire Station |
| 32502245 | A265 | Heathfield Road | Burwash Common | Linking A roads |
| 42700544 | A272 | High Street | Buxted | Linking A roads |
| 42702258 | A272 | High Street | Buxted | Linking A roads |
| 42702986 | A272 | Pound Green | Buxted | Linking A roads |
| 42700542 | A272 | Station Road | Buxted | Linking A roads |
| 23301441 | C323 | Mill Lane | Chailey | Education : secondary |
| 23300547 | A275 | Chailey Green Road | Chailey Green | Linking A roads |
| 42700774 | A275 | Lewes Road | Chelwood Gate | Linking A roads |
| 42700945 | A22 | Golden Cross | Chiddingly | Linking A roads |
| 42700944 | A22 | Holmes Hill | Chiddingly | Linking A roads |
| 42700919 | A22 | Whitesmith | Chiddingly | Linking A roads |
| 23300558 | A275 | Cooksbridge Road | Cooksbridge | Linking A roads |
| 23300557 | A275 | Resting Oak Hill | Cooksbridge | Linking A roads |
| 42703026 | A272 | Buxted Road | Coopers Green | Linking A roads |
| 42700289 | A264 | Holtye Common | Cowden | Linking A roads |
| 42700595 | A26 | Beacon Road | Crowborough | Linking A roads |
| 42700690 | B2100 | Crowborough Hill | Crowborough | Multiple uses |
| 42700624 | A26 | Eridge Road | Crowborough | Linking A roads |
| 42700644 | B2100 | High Street | Crowborough | Multiple uses |
| 42700611 | C252 | South View Road | Crowborough | Hospital |
| 42700646 | B2100 | The Broadway | Crowborough | Multiple uses |
| 42700592 | A26 | Uckfield Road | Crowborough | Linking A roads |
| 42700781 | A275 | Lewes Road | Danehill | Linking A roads |
| 42700780 | A275 | Lewes Road | Danehill | Linking A roads |
| 42700776 | A275 | London Road | Danehill | Linking A roads |
| 42702475 | C3 | Crowborough Road | Duddleswell | Link Road (below A-class) |
| 42702686 | B2026 | Duddleswell Road | Duddleswell | Link Road (below A-class) |
| 42700479 | B2026 | High Road | Duddleswell | Police Station |

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| 42700481 | C3 | New Road | Duddleswell | Link Road (below A-class) |
| 42702703 | C37 | Beachy Head Road | East Dean | Coastguard |
| 42702702 | C37 | Birling Gap Road | East Dean | Coastguard |
| 42701967 | C37 | Birling Gap Road | East Dean | Coastguard |
| 42701661 | A259 | Eastbourne Road | East Dean | Linking A roads |
| 42701657 | A259 | Friston Hill | East Dean | Linking A roads |
| 42701662 | C37 | Gilberts Drive | East Dean | Coastguard |
| 42702207 | A22 | East Hoathly Bypass | East Hoathly | Linking A roads |
| 42700843 | A22 | South Street | East Hoathly | Linking A roads |
| 42702208 | A22 | The Shaw Roundabout | East Hoathly | Linking A roads |
| 42701641 | A22 | Whitesmith | East Hoathly | Linking A roads |
| 13200889 | C89 | Beachy Head Road | Eastbourne | Coastguard |
| 13200889 | B2103 | Beachy Head Road | Eastbourne | Education : secondary |
| 13200889 | C432 | Beachy Head Road | Eastbourne | Education : secondary |
| 13200487 | A2021 | Bedfordwell Road | Eastbourne | Linking A roads |
| 13200174 | U2183 | Birch Road | Eastbourne | Industrial Park / Business Park |
| 13200905 | A2290 | Birch Roundabout | Eastbourne | Linking A roads |
| 13200966 | A2280 | Broadwater Roundabout | Eastbourne | Linking A roads |
| 13200912 | U2240 | Brodrick Road | Eastbourne | Education : secondary |
| 13200596 | A259 | Church Street | Eastbourne | Linking A roads |
| 13200965 | A2280 | Cross Levels Way | Eastbourne | Linking A roads |
| 13200822 | A2270 | Crossways Roundabout | Eastbourne | Linking A roads |
| 13200913 | A259 | Crumbles Roundabout | Eastbourne | Linking A roads |
| 13200710 | U2236 | Decoy Drive | Eastbourne | Education : secondary |
| 13200825 | A259 | East Dean Road | Eastbourne | Linking A roads |
| 13200964 | B2104 | Friday Street | Eastbourne | Multiple uses |
| 13200518 | A259 | Gildredge Road | Eastbourne | Linking A roads |
| 13200968 | A22 | Golden Jubilee Way | Eastbourne | Linking A roads |
| 13200944 | C285 | Grove Road | Eastbourne | Education : secondary |
| 13200179 | U2182 | Hammonds Drive | Eastbourne | Police Station |
| 13200138 | B2191 | Hide Hollow | Eastbourne | Multiple uses |
| 13200939 | B2104 | Hide Hollow Roundabout | Eastbourne | Multiple uses |
| 13200595 | A259 | High Street | Eastbourne | Linking A roads |
| 13200958 | A22 | Highfield Link | Eastbourne | Linking A roads |
| 13200958 | A2290 | Highfield Link | Eastbourne | Linking A roads |
| 13201232 | U2221 | Highfield Roundabout | Eastbourne | Multiple uses |
| 13200868 | A2021 | Kings Drive | Eastbourne | Linking A roads |
| 13200115 | B2104 | Langney Rise | Eastbourne | Education : secondary |

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|---|---|---|---|---|
| 13200041 | A259 | Langney Roundabout | Eastbourne | Linking A roads |
| 13200154 | U2276 | Larkspur Drive | Eastbourne | Education : secondary |
| 13200486 | A2021 | Lewes Road | Eastbourne | Linking A roads |
| 13200954 | A2290 | Lottbridge Drove | Eastbourne | Linking A roads |
| 13200954 | U2181 | Lottbridge Drove | Eastbourne | Coastguard |
| 13200954 | U2226 | Lottbridge Drove | Eastbourne | Multiple uses |
| 13200651 | A22 | Lottbridge Roundabout | Eastbourne | Linking A roads |
| 13200652 | U2226 | Marshall Roundabout | Eastbourne | Multiple uses |
| 13200969 | A259 | Martello Roundabout | Eastbourne | Linking A roads |
| 13200884 | C432 | Meads Road | Eastbourne | Education : secondary |
| 13200315 | A259 | Memorial Roundabout | Eastbourne | Linking A roads |
| 13201114 | U2379 | Pacific Drive | Eastbourne | Coastguard |
| 13200057 | A259 | Pevensey Bay Road | Eastbourne | Linking A roads |
| 13200592 | A2021 | Prideaux Road | Eastbourne | Linking A roads |
| 13200075 | U2199 | Priory Road | Eastbourne | Education : secondary |
| 13200938 | B2191 | Priory Roundabout | Eastbourne | Multiple uses |
| 13200593 | A2021 | Rodmill Roundabout | Eastbourne | Linking A roads |
| 13200488 | A259 | Seaside | Eastbourne | Linking A roads |
| 13200489 | A259 | Seaside Road | Eastbourne | Linking A roads |
| 13200042 | A259 | Seaside Roundabout | Eastbourne | Linking A roads |
| 13200957 | A22 | Shinewater Roundabout | Eastbourne | Linking A roads |
| 13200340 | A259 | South Street | Eastbourne | Linking A roads |
| 13200219 | U2169 | Southbourne Road | Eastbourne | Council Buildings |
| 13200850 | U2190 | Sovereign Roundabout | Eastbourne | Coastguard |
| 13200056 | A259 | St Anthonys Avenue | Eastbourne | Linking A roads |
| 13200220 | U2169 | St Philips Avenue | Eastbourne | Council Buildings |
| 13201006 | A259 | Station Parade | Eastbourne | Linking A roads |
| 13200942 | A259 | Station Roundabout | Eastbourne | Linking A roads |
| 13200519 | A259 | Terminus Road | Eastbourne | Linking A roads |
| 13200485 | A2040 | The Avenue | Eastbourne | Linking A roads |
| 13200509 | A259 | The Goffs | Eastbourne | Linking A roads |
| 13200331 | A259 | Trinity Trees | Eastbourne | Linking A roads |
| 13200484 | A2040 | Upper Avenue | Eastbourne | Linking A roads |
| 13200366 | A2040 | Upper Avenue Roundabout | Eastbourne | Linking A roads |
| 13200967 | A2280 | Upperton Farm Roundabout | Eastbourne | Linking A roads |
| 13200943 | A259 | Upperton Road | Eastbourne | Linking A roads |
| 13200943 | A2270 | Upperton Road | Eastbourne | Linking A roads |
| 13200887 | B2103 | Warren Hill Road | Eastbourne | Education : secondary |
| 13200229 | U2179 | Wartling Road | Eastbourne | Coastguard |
| 13200371 | A2021 | Whitley Road | Eastbourne | Linking A roads |

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|---|---|---|---|---|
| 13200956 | B2191 | Willingdon Drove | Eastbourne | Multiple uses |
| 13200956 | U2221 | Willingdon Drove | Eastbourne | Multiple uses |
| 13200857 | U2244 | Willingdon Park Drive | Eastbourne | Education : secondary |
| 13200823 | A2270 | Willingdon Road | Eastbourne | Linking A roads |
| 13200940 | B2104 | Willingdon Roundabout | Eastbourne | Multiple uses |
| 42703028 | A264 | Colestock Road | Edenbridge | Linking A roads |
| 42702784 | A264 | Holtye Road | Edenbridge | Linking A roads |
| 42701692 | A26 | Eridge Road | Eridge | Linking A roads |
| 42700328 | A26 | Eridge Road | Eridge Green | Linking A roads |
| 32500045 | A265 | High Street | Etchingham | Linking A roads |
| 32500044 | A265 | Straight Mile | Etchingham | Linking A roads |
| 42701652 | A259 | East Dean Road | Exceat | Linking A roads |
| 42701651 | A259 | Eastbourne Road | Exceat | Linking A roads |
| 42700826 | A267 | Heathfield Road | Five Ashes | Linking A roads |
| 42703050 | A267 | Mayfield Road | Five Ashes | Linking A roads |
| 32502139 | B2087 | Berners Hill | Flimwell | Link road and multiple uses |
| 32501803 | B2087 | Broom Hill | Flimwell | Multiple uses |
| 32500033 | A268 | Hawkhurst Road | Flimwell | Linking A roads |
| 32502228 | B2087 | High Street | Flimwell | Multiple uses |
| 32500031 | B2087 | Union Street | Flimwell | Link road and multiple uses |
| 42702134 | B2110 | Hartfield Road | Forest Row | Multiple uses |
| 42700251 | A264 | Holtye Road | Forest Row | Linking A roads |
| 42701682 | A22 | Lewes Road | Forest Row | Linking A roads |
| 42700279 | A22 | London Road | Forest Row | Linking A roads |
| 42700795 | A22 | Wych Cross | Forest Row | Linking A roads |
| 32500136 | A268 | Peasmarsh Road | Four Oaks Beckley | Linking A roads |
| 32500137 | A268 | Two Hovens | Four Oaks Beckley | Linking A roads |
| 42700348 | A267 | Frant Green Road | Frant | Linking A roads |
| 42700339 | A267 | Frant Road | Frant | Linking A roads |
| 42700349 | A267 | Mayfield Road | Frant | Linking A roads |
| 42700368 | B2099 | Wadhurst Road | Frant | Link road and multiple uses |
| 42702737 | A259 | Seaford Road | Friston | Linking A roads |
| 42702988 | A272 | Curtains Hill | Hadlow Down | Linking A roads |
| 42700126 | A272 | Main Road | Hadlow Down | Linking A roads |
| 42703040 | A272 | Summer Hill | Hadlow Down | Linking A roads |
| 42702987 | A272 | The Toll | Hadlow Down | Linking A roads |
| 42701077 | A271 | Amberstone | Hailsham | Linking A roads |
| 42702011 | A22 | Arlington Eagles Roundabout | Hailsham | Linking A roads |
| 42701078 | A295 | Battle Road | Hailsham | Linking A roads |
| 42701230 | A22 | Diplocks Roundabout | Hailsham | Linking A roads |
| 42702023 | U7221 | Diplocks Way | Hailsham | Industrial Park / Business Park |

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|---|---|---|---|---|
| 42702908 | C15 | Featherbed Lane | Hailsham | Hospital |
| 42702008 | A295 | George Street | Hailsham | Linking A roads |
| 42702025 | U7221 | Grovelands Farm Roundabout | Hailsham | Industrial Park / Business Park |
| 42701091 | A22 | Hailsham Bypass | Hailsham | Linking A roads |
| 42701075 | A271 | Hawkswood Road | Hailsham | Linking A roads |
| 42702006 | A295 | High Street | Hailsham | Linking A roads |
| 42701118 | B2104 | London Road | Hailsham | Ambulance |
| 42701118 | B2202 | London Road | Hailsham | Ambulance |
| 42700940 | A271 | Lower Horsebridge | Hailsham | Linking A roads |
| 42700982 | A271 | New Road | Hailsham | Linking A roads |
| 42701183 | A295 | North Street | Hailsham | Linking A roads |
| 42703012 | A22 | Polegate Road | Hailsham | Linking A roads |
| 42701184 | A295 | South Road | Hailsham | Linking A roads |
| 42700941 | A271 | Upper Horsebridge | Hailsham | Linking A roads |
| 42701213 | U7215 | Victoria Road | Hailsham | Multiple uses |
| 42702236 | A22 | Eastbourne Road | Halland | Linking A roads |
| 42700857 | B2192 | Lewes Road | Halland | Council Buildings |
| 42702729 | B2192 | Terrible Down Road | Halland | Linking B road |
| 42700872 | B2192 | The Broyle | Halland | Linking B road |
| 42702949 | A264 | Holtye Road | Hammerwood | Linking A roads |
| 16900935 | A2101 | Albert Road | Hastings | Linking A roads |
| 16901143 | A21 | Bohemia Road | Hastings | Linking A roads |
| 16900766 | A259 | Breeds Place | Hastings | Linking A roads |
| 16900783 | A21 | Cambridge Gardens | Hastings | Linking A roads |
| 16900779 | A21 | Cambridge Road | Hastings | Linking A roads |
| 16900764 | A259 | Carlisle Parade | Hastings | Linking A roads |
| 16900887 | B2093 | Conquest Roundabout | Hastings | Link Road (below A-class) |
| 16900915 | A21 | Cornwallis Terrace | Hastings | Linking A roads |
| 16900765 | A259 | Denmark Place | Hastings | Linking A roads |
| 16900166 | U3182 | Devonshire Road | Hastings | Link Road (below A-class) |
| 16900770 | A259 | East Beach Street | Hastings | Linking A roads |
| 16900772 | A259 | East Parade | Hastings | Linking A roads |
| 16900936 | A259 | Fountain Roundabout | Hastings | Linking A roads |
| 16900776 | A21 | Harold Place | Hastings | Linking A roads |
| 16900778 | A21 | Havelock Road | Hastings | Linking A roads |
| 16900832 | U3008 | Hillside Road | Hastings | Multiple uses |
| 16901115 | U3314 | Horntye Park | Hastings | Multiple uses |
| 16900769 | A259 | Marine Parade | Hastings | Linking A roads |
| 16900448 | A259 | Old London Road | Hastings | Linking A roads |
| 16900448 | B2093 | Old London Road | Hastings | Link Road (below A-class) |
| 16900905 | A2101 | Park Gates Roundabout | Hastings | Linking A roads |
| 16900584 | U3029 | Parkstone Road | Hastings | Multiple uses |
| 16900767 | A259 | Pelham Place | Hastings | Linking A roads |

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| 16900782 | U3181 | Priory Street | Hastings | Link Road (below A-class) |
| 16900796 | A2101 | Queens Road | Hastings | Linking A roads |
| 16900210 | U3212 | Rock-A-Nore Road | Hastings | Coastguard |
| 16900909 | A259 | Rye Road | Hastings | Linking A roads |
| 16900129 | U3169 | South Terrace | Hastings | Link Road (below A-class) |
| 16900795 | A2101 | St Helens Road | Hastings | Linking A roads |
| 16900768 | A259 | Sturdee Place | Hastings | Linking A roads |
| 16900449 | A259 | The Bourne | Hastings | Linking A roads |
| 16900827 | B2093 | The Ridge | Hastings | Link Road (below A-class) |
| 16900763 | A259 | White Rock | Hastings | Linking A roads |
| 42703024 | B2096 | Battle Road | Heathfield | Linking A roads |
| 42700204 | A265 | Burwash Road | Heathfield | Linking A roads |
| 42700205 | A265 | Burwash Road | Heathfield | Linking A roads |
| 42700829 | A267 | Cross In Hand Road | Heathfield | Linking A roads |
| 42700829 | A265 | Cross In Hand Road | Heathfield | Linking A roads |
| 42700828 | A267 | Heathfield Road | Heathfield | Linking A roads |
| 42700202 | A265 | High Street | Heathfield | Linking A roads |
| 42700822 | A267 | Little London Road | Heathfield | Linking A roads |
| 42703152 | A267 | Mayfield Road | Heathfield | Linking A roads |
| 42700203 | A265 | Mutton Hall Hill | Heathfield | Linking A roads |
| 42700171 | C274 | Pages Hill | Heathfield | Link Road (below A-class) |
| 42700939 | A271 | Lower Horsebridge | Hellingly | Linking A roads |
| 42703048 | A267 | New North Street | Hellingly | Linking A roads |
| 42700921 | A267 | North Street | Hellingly | Linking A roads |
| 42700931 | C208 | Park Road | Hellingly | Hospital |
| 42702706 | U8900 | The Drive | Hellingly | Hospital |
| 42702732 | A26 | Uckfield Road | Herons Ghyll | Linking A roads |
| 42700981 | A271 | Gardner Street | Herstmonceux | Linking A roads |
| 42700980 | A271 | Hailsham Road | Herstmonceux | Linking A roads |
| 42702455 | A271 | New Road | Herstmonceux | Linking A roads |
| 42700983 | A271 | Windmill Hill Road | Herstmonceux | Linking A roads |
| 42703036 | A267 | Eastbourne Road | Horam | Linking A roads |
| 42700880 | A267 | High Street | Horam | Linking A roads |
| 42703049 | A267 | Horam Road | Horam | Linking A roads |
| 42700881 | A267 | Little London Road | Horam | Linking A roads |
| 32500138 | A28 | Well House Hill | Horns Cross | Linking A roads |
| 32500036 | A229 | Coopers Corner | Hurst Green | Linking A roads |
| 32500046 | A265 | Haremere Hill | Hurst Green | Linking A roads |
| 32500037 | A229 | Horns Hill | Hurst Green | Linking A roads |
| 32500053 | A265 | Station Road | Hurst Green | Linking A roads |
| 42702733 | A26 | Rose Hill | Isfield | Linking A roads |
| 42701011 | A26 | Uckfield Road | Isfield | Linking A roads |
| 42700647 | B2100 | Crowborough Hill | Jarvis Brook | Multiple uses |
| 42701855 | B2100 | Rotherfield Road | Jarvis Brook | Industrial Park / Business Park |

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| 23300087 | U5151 | Abinger Place | Lewes | Ambulance |
| 23301055 | A275 | Brighton Road | Lewes | Linking A roads |
| 23300308 | U5137 | Brooks Road | Lewes | Industrial Park / Business Park |
| 23301069 | A26 | Brooks Road Roundabout | Lewes | Linking A roads |
| 23301067 | U5137 | Church Lane | Lewes | Police Station |
| 23301070 | A26 | Cuilfail Tunnel | Lewes | Linking A roads |
| 23301062 | A26 | Cuilfail Tunnel Roundabout | Lewes | Linking A roads |
| 23301044 | A2029 | East Street | Lewes | Linking A roads |
| 23301049 | A2029 | Eastgate Street | Lewes | Linking A roads |
| 23301037 | A2029 | Fisher Street | Lewes | Linking A roads |
| 23301019 | B2193 | Friars Walk | Lewes | Ambulance |
| 23301034 | A277 | High Street | Lewes | Linking A roads |
| 23300090 | U5151 | Lancaster Street | Lewes | Ambulance |
| 23301045 | A2029 | Little East Street | Lewes | Linking A roads |
| 23300108 | A26 | Malling Down | Lewes | Linking A roads |
| 23301061 | A26 | Malling Hill | Lewes | Linking A roads |
| 23301063 | A26 | Malling Street | Lewes | Linking A roads |
| 23301048 | A2029 | Market Street | Lewes | Linking A roads |
| 23301040 | A2029 | Mount Pleasant | Lewes | Linking A roads |
| 23300998 | U5152 | Mountfield Road | Lewes | Education : secondary |
| 23301054 | A275 | Nevill Road | Lewes | Linking A roads |
| 23301011 | U5150 | North Street | Lewes | Multiple uses |
| 23301011 | A2029 | North Street | Lewes | Linking A roads |
| 23301038 | A2029 | Offham Road | Lewes | Linking A roads |
| 23301050 | A26 | Phoenix Causeway | Lewes | Linking A roads |
| 23301071 | A26 | Southerham Road | Lewes | Linking A roads |
| 23301301 | A277 | Spital Road | Lewes | Linking A roads |
| 23301000 | B2193 | Station Road | Lewes | Education : secondary |
| 23301001 | B2193 | Station Street | Lewes | Multiple uses |
| 23301041 | A2029 | West Street | Lewes | Linking A roads |
| 23301033 | A277 | Western Road | Lewes | Linking A roads |
| 23301039 | A2029 | White Hill | Lewes | Linking A roads |
| 42701007 | A26 | Lewes Road | Little Horsted | Linking A roads |
| 42701010 | A26 | Rose Hill | Little Horsted | Linking A roads |
| 42700938 | A22 | Boship Roundabout | Lower Dicker | Linking A roads |
| 42700935 | A22 | The Dicker | Lower Dicker | Linking A roads |
| 42701505 | U7732 | Broad Road | Lower Willingdon | Education : secondary |
| 42701496 | A2270 | Eastbourne Road | Lower Willingdon | Linking A roads |
| 42700504 | A272 | Batts Bridge Road | Maresfield | Linking A roads |
| 42700497 | A22 | Batts Bridge Roundabout | Maresfield | Linking A roads |
| 42700498 | A22 | Blackdown Roundabout | Maresfield | Linking A roads |
| 42700516 | A26 | Budletts Roundabout | Maresfield | Linking A roads |

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| 42700492 | A22 | Horney Common Road | Maresfield | Linking A roads |
| 42700496 | A22 | Lampool Roundabout | Maresfield | Linking A roads |
| 42700495 | A22 | Maresfield Bypass | Maresfield | Linking A roads |
| 42703168 | U7624 | Michael Way | Maresfield | Multiple uses |
| 42702730 | A267 | Mayfield Road | Mark Cross | Linking A roads |
| 42700372 | A267 | Tunbridge Wells Road | Mark Cross | Linking A roads |
| 42703002 | A267 | Argos Hill | Mayfield | Linking A roads |
| 42701806 | C14 | High Street | Mayfield | Fire Station |
| 42702153 | A267 | Mayfield Bypass | Mayfield | Linking A roads |
| 42701814 | A267 | Mayfield Roundabout | Mayfield | Linking A roads |
| 42701805 | C14 | Station Road | Mayfield | Fire Station |
| 42702488 | C14 | Stone Cross | Mayfield | Fire Station |
| 42701810 | C14 | Tunbridge Wells Road | Mayfield | Fire Station |
| 42701810 | A267 | Tunbridge Wells Road | Mayfield | Linking A roads |
| 42703151 | A267 | Wellbrook | Mayfield | Linking A roads |
| 42703151 | C14 | Wellbrook | Mayfield | Fire Station |
| 42700464 | A267 | Wellbrook Hill | Mayfield | Linking A roads |
| 32500324 | A2100 | London Road | Mountfield | Linking A roads |
| 23301093 | B2109 | Avis Road | Newhaven | Linking A roads |
| 23301094 | U5786 | Avis Way | Newhaven | Multiple uses |
| 23301264 | A259 | B&Q Roundabout | Newhaven | Linking A roads |
| 23301104 | A259 | Brighton Road | Newhaven | Linking A roads |
| 23301721 | B2109 | Clifton Road | Newhaven | Industrial Park / Business Park |
| 23300931 | A259 | Denton Roundabout | Newhaven | Linking A roads |
| 23301266 | A259 | Drove Road | Newhaven | Linking A roads |
| 23301103 | U5785 | Euro Business Park | Newhaven | Coastguard |
| 23300928 | C29 | Fort Road | Newhaven | Education : secondary |
| 23300924 | U5297 | Gibbon Road | Newhaven | Education : secondary |
| 23300930 | A259 | Lewes Road | Newhaven | Linking A roads |
| 23301808 | U5302 | Mckinlay Way | Newhaven | Port Access Road |
| 23300153 | U5298 | Meeching Road | Newhaven | Police Station |
| 23301095 | A26 | New Road | Newhaven | Linking A roads |
| 23301409 | A259 | North Quay | Newhaven | Linking A roads |
| 23301409 | B2109 | North Quay | Newhaven | Linking A roads |
| 23301098 | A259 | North Way | Newhaven | Linking A roads |
| 23300932 | B2109 | Railway Road | Newhaven | Industrial Park / Business Park |
| 23301689 | A259 | Seaford Road | Newhaven | Linking A roads |
| 23300929 | C29 | South Road | Newhaven | Education : secondary |
| 23301107 | A259 | South Way | Newhaven | Linking A roads |
| 23300920 | U5290 | Southdown Road | Newhaven | Education : secondary |

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| 23301412 | A259 | Station Approach | Newhaven | Linking A roads |
| 23301268 | A259 | The Drove | Newhaven | Linking A roads |
| 23300962 | A272 | Goldbridge Road | Newick | Linking A roads |
| 23300960 | A272 | High Street | Newick | Linking A roads |
| 23300961 | A272 | The Green | Newick | Linking A roads |
| 23300462 | A272 | Western Road | Newick | Linking A roads |
| 42701528 | A269 | Bexhill Road | Ninfield | Linking A roads |
| 42701516 | A269 | High Street | Ninfield | Linking A roads |
| 42702682 | A271 | Kitchenham Road | Ninfield | Linking A roads |
| 42701515 | A269 | Standard Hill | Ninfield | Linking A roads |
| 42701527 | A269 | The Green | Ninfield | Linking A roads |
| 23301660 | A275 | East Grinstead Road | North Chailey | Linking A roads |
| 23300451 | A272 | Haywards Heath Road | North Chailey | Linking A roads |
| 23300545 | A272 | Station Road | North Chailey | Linking A roads |
| 32500109 | A28 | Hastings Road | Northiam | Linking A roads |
| 32500139 | A28 | Horns Cross | Northiam | Linking A roads |
| 32500108 | A28 | Main Street | Northiam | Linking A roads |
| 32500110 | A28 | Perryman Cross | Northiam | Linking A roads |
| 32500097 | A28 | Station Road | Northiam | Linking A roads |
| 32500118 | A268 | Whitebread Lane | Northiam | Linking A roads |
| 42700490 | A22 | Courtlands Road | Nutley | Linking A roads |
| 42700482 | C3 | Crowborough Road | Nutley | Link Road (below A-class) |
| 42700489 | A22 | Fords Green Road | Nutley | Linking A roads |
| 42700488 | A22 | High Street | Nutley | Linking A roads |
| 42701671 | A22 | Millbrook Hill | Nutley | Linking A roads |
| 23300568 | A275 | Offham Road | Offham | Linking A roads |
| 23300567 | A275 | The Street | Offham | Linking A roads |
| 42700824 | C406 | School Hill | Old Heathfield | Education : secondary |
| 23300254 | U5862 | Greenwich Way | Peacehaven | Multiple uses |
| 23300260 | U5865 | Hoyle Road | Peacehaven | Multiple uses |
| 23301472 | A259 | South Coast Road | Peacehaven | Linking A roads |
| 23300243 | U5861 | Sutton Avenue | Peacehaven | Multiple uses |
| 23301143 | A259 | Sutton Avenue Roundabout | Peacehaven | Linking A roads |
| 32501357 | A268 | Barnets Hill | Peasmarsh | Linking A roads |
| 32500145 | A268 | Flackley Ash | Peasmarsh | Linking A roads |
| 32500146 | A268 | Main Street | Peasmarsh | Linking A roads |
| 42701541 | A259 | Bexhill Road | Pevensey | Linking A roads |
| 42701344 | B2191 | Castle Road | Pevensey | Multiple uses |
| 42701822 | U7707 | Church Lane | Pevensey | Fire Station |
| 42702726 | B2191 | High Street | Pevensey | Multiple uses |
| 42701542 | A259 | Wallsend Road | Pevensey | Linking A roads |
| 42701543 | A259 | Eastbourne Road | Pevensey Bay | Linking A roads |
| 42702038 | A259 | Richmond Road | Pevensey Bay | Linking A roads |
| 42701037 | A272 | Batts Bridge Road | Piltdown | Linking A roads |
| 42702712 | A272 | Goldbridge Road | Piltdown | Linking A roads |

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| 32501042 | A268 | Rye Road | Playden | Linking A roads |
| 42701432 | B2247 | Dittons Road | Polegate | Multiple uses |
| 42701435 | A2270 | Eastbourne Road | Polegate | Linking A roads |
| 42701428 | A22 | Hailsham Road | Polegate | Linking A roads |
| 42701428 | B2247 | Hailsham Road | Polegate | Multiple uses |
| 42701455 | C40 | High Street | Polegate | Multiple uses |
| 42701430 | B2247 | Pevensey Road | Polegate | Multiple uses |
| 42701429 | B2247 | Station Road | Polegate | Multiple uses |
| 23300437 | B2192 | Lewes Road | Ringmer | Council Buildings |
| 23300611 | B2192 | Ringmer Road | Ringmer | Multiple uses |
| 23300450 | B2192 | The Broyle | Ringmer | Linking B road |
| 23300610 | A26 | Uckfield Road | Ringmer | Linking A roads |
| 23300615 | A26 | Uckfield Road | Ringmer | Linking A roads |
| 32501936 | C18 | High Street | Robertsbridge | Education : secondary |
| 32500070 | U6982 | Knelle Road | Robertsbridge | Education : secondary |
| 32500075 | C18 | Northbridge Street | Robertsbridge | Education : secondary |
| 32500076 | C18 | Station Road | Robertsbridge | Education : secondary |
| 42703001 | A267 | Argos Hill | Rotherfield | Linking A roads |
| 42700454 | A267 | Tunbridge Wells Road | Rotherfield | Linking A roads |
| 42702731 | A267 | Tunbridge Wells Road | Rotherfield | Linking A roads |
| 32500460 | A268 | Cinque Ports Street | Rye | Link road and multiple uses |
| 32500459 | A268 | Ferry Road | Rye | Linking A roads |
| 32500459 | B2089 | Ferry Road | Rye | Fire Station |
| 32500456 | A268 | Fishmarket Road | Rye | Link road and multiple uses |
| 32500457 | A268 | Landgate | Rye | Link road and multiple uses |
| 32500423 | U6433 | Love Lane | Rye | Education : secondary |
| 32500427 | U6433 | Rope Walk | Rye | Education : secondary |
| 32501971 | C98 | Rye Harbour Road | Rye | Multiple uses |
| 32500455 | A268 | Rye Hill | Rye | Linking A roads |
| 32500458 | A268 | Station Approach | Rye | Rail Station |
| 32500426 | U6433 | The Grove | Rye | Education : secondary |
| 32500440 | A268 | Tower Street | Rye | Multiple uses |
| 32500461 | A268 | Wish Street | Rye | Link road and multiple uses |
| 32500249 | A268 | Rye Road | Rye Foreign | Linking A roads |
| 23301675 | A259 | Marine Drive | Saltdean | Linking A roads |
| 23301753 | A272 | Lewes Road | Scaynes Hill | Linking A roads |
| 23300908 | C39 | Alfriston Road | Seaford | Multiple uses |

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| 23301214 | U5524 | Arundel Road | Seaford | Education : secondary |
| 23300895 | A259 | Buckle Bypass | Seaford | Linking A roads |
| 23300735 | C30 | Church Street | Seaford | Police Station |
| 23300735 | U5473 | Church Street | Seaford | Police Station |
| 23301172 | A259 | Claremont Road | Seaford | Linking A roads |
| 23300894 | A259 | Clinton Place | Seaford | Linking A roads |
| 23300690 | U5430 | Cradle Hill Road | Seaford | Multiple uses |
| 23300691 | A259 | Eastbourne Road | Seaford | Linking A roads |
| 23301417 | A259 | Station Approach | Seaford | Linking A roads |
| 23300696 | C30 | Sutton Avenue | Seaford | Education : secondary |
| 23300893 | A259 | Sutton Park Road | Seaford | Linking A roads |
| 23300750 | A259 | Sutton Road | Seaford | Linking A roads |
| 42701048 | A275 | Sheffield Green | Sheffield Park | Linking A roads |
| 42701049 | A275 | Sheffield Park | Sheffield Park | Linking A roads |
| 23300556 | A275 | South Road | South Chailey | Linking A roads |
| 23300555 | A275 | South Street | South Chailey | Linking A roads |
| 16900922 | A2100 | Battle Road | St Leonards-on-Sea | Linking A roads |
| 16900922 | B2159 | Battle Road | St Leonards-on-Sea | Industrial Park / Business Park |
| 16900884 | A2100 | Beauport Park Roundabout | St Leonards-on-Sea | Linking A roads |
| 16901109 | A259 | Bexhill Road | St Leonards-on-Sea | Linking A roads |
| 16900750 | A21 | Bohemia Road | St Leonards-on-Sea | Linking A roads |
| 16900668 | U3082 | Castleham Road | St Leonards-on-Sea | Industrial Park / Business Park |
| 16900668 | U3083 | Castleham Road | St Leonards-on-Sea | Industrial Park / Business Park |
| 16900291 | U3050 | Church Wood Drive | St Leonards-on-Sea | Industrial Park / Business Park |
| 16901220 | A2690 | Combe Valley Way | St Leonards-on-Sea | Linking A roads |
| 16900747 | B2092 | Crowhurst Road | St Leonards-on-Sea | link road and Education |
| 16900008 | U3102 | Edinburgh Road | St Leonards-on-Sea | Education : secondary |
| 16900762 | A259 | Eversfield Place | St Leonards-on-Sea | Linking A roads |
| 16900761 | A259 | Grand Parade | St Leonards-on-Sea | Linking A roads |
| 16900742 | A259 | Grosvenor Crescent | St Leonards-on-Sea | Linking A roads |
| 16900746 | B2092 | Harley Shute Road | St Leonards-on-Sea | link road and Education |
| 16900666 | U3081 | Ingleside | St Leonards-on-Sea | Industrial Park / Business Park |
| 16900828 | A2100 | Junction Road | St Leonards-on-Sea | Linking A roads |

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| 16900866 | A2102 | London Road | St Leonards-on-Sea | Linking A roads |
| 16900866 | A21 | London Road | St Leonards-on-Sea | Linking A roads |
| 16900830 | A2100 | Maplehurst Road | St Leonards-on-Sea | Linking A roads |
| 16900743 | A259 | Marina | St Leonards-on-Sea | Linking A roads |
| 16900667 | U3082 | Napier Road | St Leonards-on-Sea | Industrial Park / Business Park |
| 16900754 | A2102 | Norman Road | St Leonards-on-Sea | Linking A roads |
| 16901211 | A2100 | Queensway | St Leonards-on-Sea | Linking A roads |
| 16900706 | A2690 | Queensway | St Leonards-on-Sea | Linking A roads |
| 16900706 | B2092 | Queensway | St Leonards-on-Sea | Link road and multiple uses |
| 16901237 | A2690 | Queensway Roundabout | St Leonards-on-Sea | Linking A roads |
| 16900752 | A21 | Sedlescombe Road North | St Leonards-on-Sea | Linking A roads |
| 16900752 | A28 | Sedlescombe Road North | St Leonards-on-Sea | Linking A roads |
| 16900053 | C664 | Sedlescombe Road South | St Leonards-on-Sea | Industrial Park / Business Park |
| 16900114 | U3146 | Station Approach | St Leonards-on-Sea | Rail Station |
| 16900870 | U3088 | Telford Road | St Leonards-on-Sea | Industrial Park / Business Park |
| 16900829 | B2093 | The Ridge | St Leonards-on-Sea | Link Road (below A-class) |
| 16900829 | A2100 | The Ridge | St Leonards-on-Sea | Linking A roads |
| 16900885 | A2100 | The Ridge West | St Leonards-on-Sea | Linking A roads |
| 16900916 | A259 | Verulam Place | St Leonards-on-Sea | Linking A roads |
| 16900756 | A2102 | Warrior Square | St Leonards-on-Sea | Linking A roads |
| 16900846 | A2100 | Westfield Lane | St Leonards-on-Sea | Linking A roads |
| 16900846 | A28 | Westfield Lane | St Leonards-on-Sea | Linking A roads |
| 16900712 | P9254 | Whitworth Road | St Leonards-on-Sea | Linking A roads |
| 16900712 | U3093 | Whitworth Road | St Leonards-on-Sea | Linking A roads |
| 16901238 | P9254 | Whitworth Road | St Leonards-on-Sea | Linking A roads |
| 16901238 | P9254 | Whitworth Road Roundabout | St Leonards-on-Sea | Linking A roads |
| 16900284 | U3065 | Windmill Road | St Leonards-on-Sea | Industrial Park / Business Park |
| 23301138 | A259 | South Coast Road | Telscombe Cliffs | Linking A roads |

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| 32500016 | B2087 | Dale Hill | Ticehurst | Link road and multiple uses |
| 32500014 | B2099 | High Street | Ticehurst | Link road and multiple uses |
| 32502044 | B2087 | Lower Platts | Ticehurst | Link road and multiple uses |
| 42700063 | B2102 | Bell Farm Road | Uckfield | Multiple uses |
| 42702707 | B2102 | Bell Lane | Uckfield | Multiple uses |
| 42701883 | U7136 | Bell Lane | Uckfield | Multiple uses |
| 42701884 | U7136 | Bell Walk | Uckfield | Transport Hub |
| 42702984 | A272 | Budletts Lane | Uckfield | Linking A roads |
| 42701001 | A22 | Copwood Roundabout | Uckfield | Linking A roads |
| 42700016 | U7771 | Downsview Crescent | Uckfield | Education : secondary |
| 42700512 | A26 | Five Ash Down | Uckfield | Linking A roads |
| 42701024 | B2102 | Framfield Road | Uckfield | Hospital |
| 42700077 | C41 | High Street | Uckfield | Education : secondary |
| 42700077 | B2102 | High Street | Uckfield | Education : secondary |
| 42700541 | A272 | Lephams Bridge Road | Uckfield | Linking A roads |
| 42701003 | A22 | Little Horsted Roundabout | Uckfield | Linking A roads |
| 42700080 | A272 | London Road | Uckfield | Linking A roads |
| 42700514 | A26 | Mill Pond Road | Uckfield | Linking A roads |
| 42701029 | B2102 | New Town | Uckfield | Multiple uses |
| 42701029 | C26 | New Town | Uckfield | Police Station |
| 42700012 | U7771 | Southview Drive | Uckfield | Education : secondary |
| 42701004 | A22 | Uckfield Bypass | Uckfield | Linking A roads |
| 42701002 | A26 | Uckfield Bypass | Uckfield | Linking A roads |
| 42701002 | A22 | Uckfield Bypass | Uckfield | Linking A roads |
| 42700390 | B2099 | Durgates | Wadhurst | Link road and multiple uses |
| 42700380 | B2099 | Frant Road | Wadhurst | Link road and multiple uses |
| 42701894 | B2099 | High Street | Wadhurst | Link road and multiple uses |
| 42701896 | B2099 | Lower High Street | Wadhurst | Link road and multiple uses |
| 42700443 | B2099 | Moseham Hill | Wadhurst | Multiple uses |
| 42702967 | B2099 | Riverhall Hill | Wadhurst | Link road and multiple uses |
| 32500507 | B2099 | Shovers Green | Wadhurst | Link road and multiple uses |
| 42703239 | B2099 | Station Hill | Wadhurst | Multiple uses |
| 42700387 | B2099 | Station Road | Wadhurst | Link road and multiple uses |
| 42701895 | B2099 | The Square | Wadhurst | Multiple uses |

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| 42702847 | B2099 | Ticehurst Road | Wadhurst | Link road and multiple uses |
| 32502229 | B2099 | High Street | Wallcrouch | Link road and multiple uses |
| 42701359 | A271 | The Strait | Wartling | Linking A roads |
| 42701347 | A271 | The Strait | Wartling | Linking A roads |
| 32501358 | A28 | Brede Road | Westfield | Linking A roads |
| 32502070 | A28 | Church Lane | Westfield | Linking A roads |
| 32500483 | A28 | Main Road | Westfield | Linking A roads |
| 32501053 | A28 | Westfield Lane | Westfield | Linking A roads |
| 42702725 | B2191 | Castle Road | Westham | Multiple uses |
| 42702743 | A22 | Dittons Road Roundabout South | Westham | Linking A roads |
| 42701906 | B2191 | Eastbourne Road | Westham | Multiple uses |
| 42702653 | A22 | Golden Jubilee Way | Westham | Linking A roads |
| 42701343 | B2191 | High Street | Westham | Multiple uses |
| 42701586 | A264 | East Grinstead Road | Withyham | Linking A roads |
| 42700316 | A264 | Watch Oak Hill | Withyham | Linking A roads |

## Appendix B - Roads removed from Resilient Network

| USRN | Road Number | Road Name | Town | Removal Reason |
|---|---|---|---|---|
| 42701027 | C58 | Lewes Road | Uckfield | Data cleanse |
| 23301214 | U5524 | Arundel Road | Seaford | Data cleanse |
| 23301018 | B2193 | Lansdown Place | Lewes | Data cleanse |
| 42701465 | U7342 | Black Path | Polegate | Data cleanse |
| 32500814 | B2098 | Collington Avenue | Bexhill | Data cleanse |
| 32500815 | B2098 | Sutherland Avenue | Bexhill | Data cleanse |
| 32500680 | B2098 | Terminus Road | Bexhill | Data cleanse |
| 16900900 | U3299 | Highfield Drive | St Leonards-on-Sea | Data cleanse |
| 42701442 | U7758 | Gilda Crescent | Polegate | Police Station closed |
| 42700748 | U7300 | Farningham Road | Jarvis Brook | Trimming extent |
| 32500601 | U6575 | Brett Drive | Bexhill | Trimming extent |
| 16900860 | U3254 | Ivyhouse Lane | Hastings | Trimming extent |
| 16900828 | A2100 | Junction Road | St Leonards-on-Sea | Road closed |
| 13200484 | U2146 | Upper Avenue | Eastbourne | Ambulance Station closed |
| 13200294 | U2148 | Bourne Street | Eastbourne | Ambulance Station closed |
| 13200293 | U2154 | Dursley Road | Eastbourne | Ambulance Station closed |
| 13200444 | A259 | Ashford Road | Eastbourne | Data cleanse |

# Highway Infrastructure Commuted Sums Policy
# East Sussex County Council

**Policy Owner:** Highway Asset Management Team

**Approved By:** Lead Member Transport and Environment

**Date of Approval:** Sept 2025

**Review Date:** Sept 2028

## Purpose of Policy

East Sussex County Council (ESCC) recognises the vital role played by the local highway network. ESCC is committed to ensuring that it has the best highway network for the investment available.

This policy sets out the requirements and procedures for the calculation and application of commuted sums associated with the adoption of new highways or improvements delivered as part of development proposals. Commuted sums are financial contributions made by third parties (usually developers) to offset the future maintenance burden of assets adopted by the Highway Authority.

The policy informs the Commuted Sums at New Development Guidance which will provide a transparent and consistent approach for the application and calculation of commuted sums. Guidance for all stakeholders responsible for delivering new infrastructure on the types of materials and assets preferred by the Highway Authority, the associated commuted sums costs, and the necessary levels of consultation required with the Highway Authority for them to be approved and adopted.

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.

## Policy Statement

1. **Legal Framework**
   Commuted sums may be secured under:
   - Section 38 of the Highways Act 1980 (for new roads to be adopted)
   - Section 278 of the Highways Act 1980 (for improvements to existing highways)

2. **Scope of Assets Covered**
   Commuted sums may be sought for, but are not limited to, the following assets:
   - Carriageways (non-standard surfacing or materials)
   - Footways and cycleways (non-standard materials or paving)
   - Drainage systems (especially SUDS)
   - Street lighting (non-standard columns or lanterns)
   - Street furniture and signs
   - Structures (bridges, retaining walls, culverts)

- Trees, planting, and landscaped areas
- Traffic signals and electrical equipment

**3. Standard vs Non-Standard Construction**

Assets constructed using the authority's standard materials and specifications are generally not subject to commuted sums. Non-standard elements (e.g. decorative surfacing, ornamental bollards, custom lighting) will incur a commuted sum to cover their higher maintenance and replacement costs. This includes patching, repairing, maintaining and replacement with standard materials

**4. Calculation of Commuted Sums**

Commuted sums are calculated using a Net Present Value (NPV) approach, based on:

- Estimated maintenance cost (Mp)
- Discount rate (D) – typically 2.2%
- Time period (T) – typically 60 years (or adjusted where justified)

Formula:

$$\text{Commuted Sum} = \sum \frac{Mp}{(1+D/100)^T}$$

Adjustments may be made to account for shorter life cycles of certain assets (e.g. 15 years for traffic signals, 30 years for fencing).

**5. Payment & Legal Agreements**

Commuted sums must be agreed and secured through the legal agreement before technical approval is granted:

- For Section 38: before adoption of new roads
- For Section 278: before construction of works on the public highway

Any design changes during construction that increase the maintenance liability will require the commuted sum to be updated before final certification.

**6. Use of Commuted Sums**

All commuted sum monies will be re-invested into maintenance of the highway network, and ringfenced for that purpose and where practicable to the specific asset category. Commuted sums monies will be drawn down annually based on assessed need and the availability of resources, with allocations representing a proportionate percentage of the total funding available each year.

**7. Application of Commuted Sums Policy**

- The Commuted Sums Policy Guidance applies to all planning submissions validated on or after the 1 August 2025 where Section 38 and Section 278 agreements are required.
- Where a planning submission has been validated for a Section 38 or Section 278 agreement prior to 1 August 2025, commuted sums will be applied in accordance with the previous Commuted Sums Policy Guidance. However, if the Section 38 or Section 278 legal agreements are not signed within 2 years of 1 July 2023, the new Commuted Sums Policy will apply.

## Supporting Information

The legal authority to secure these sums was confirmed by the Court of Appeal, which clarified that commuted sums may be sought for all elements of future maintenance, not only for "non-standard" features.

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# Commuted Sum at New Development

**Guidance Note**

Version 1.0

Publication date: September 2025

Author: Transport Development Planning & Highway Asset Management

East Sussex County Council

**Contents**

## 1. Overview

This Guidance Note outlines the East Sussex County Council (**the Council**) approach to commuted sums in the context of new development and is intended to assist developers in understanding their responsibilities when proposing highway works to be adopted by the Authority.

Commuted sums are financial contributions paid by developers to cover the long-term maintenance costs of specific highway assets provided as part of a development and subsequently adopted by the Highway Authority under a Section 38 or Section 278 agreement (Highways Act 1980). These contributions are necessary to ensure that non-standard or higher maintenance features, such as street lighting, landscaped areas and bespoke materials can be properly maintained over their design life without creating a future financial liability for the public.

This guidance provides clarity and consistency to support early engagement between developers and the Authority. It sets out:

- The policy and legislative context for commuted sums, including relevant national guidance
- The types of highway infrastructure and features that may attract a commuted sum
- The basis and assumptions used in calculating commuted sums
- Payment terms and procedures
- How commuted sums are managed and utilised by the Authority

By setting out clear expectations, the Guidance Note helps developers plan appropriately, facilitates smoother negotiations and legal agreements, and supports the delivery of high quality, adoptable highway infrastructure.

For all enquiries relating to commuted sums, early engagement is strongly encouraged. Please contact the Transport Development Planning Team, who act as the primary point of contact and can provide advice and support throughout the planning and adoption process

## 2. Introduction

Commuted sums are financial contributions provided by developers or third parties to the Highway Authority to cover the long-term maintenance costs of new or enhanced highway infrastructure.

These sums are typically secured through legal agreements under Sections 38 and 278 of the Highways Act 1980. This guidance note outlines the Council’s approach, criteria and method for assessing, calculating, and securing commuted sums to ensure the sustainability and financial viability of adopted highway assets over their lifecycle.

### 2.1. Background

The Highway Authority has a statutory responsibility for the maintenance and management of adopted highways within its administrative area, including a responsibility for keeping the highway safe for users. This duty extends beyond the surface and includes the “structure and fabric” of the highway.

When a highway is adopted or altered, the Highway Authority therefore takes on full responsibility for it. This responsibility is not limited to the physical maintenance of the asset by cleaning, repairing, and replacing. It includes potential liability to defend claims for breach of statutory duty and negligence.

Highway Authorities can agree to adopt new roads and secure improvements to existing roads under the Highways Act 1980, using Section 38 for new roads provided on private land, and Section 278 for alterations made to existing publicly maintained highways.

The style, location and expectation of developments have changed over recent years with more emphasis being placed on delivering ‘quality’ environments with enhanced materials and street design. This has coincided with moves to develop more constrained and challenging sites, which has raised questions over the adoption and the safety, maintainability and future funding of road layouts which vary from the ‘normal’ standard of highways authorities, and on which funding levels are based.

These challenges often lead to the introduction of higher levels of maintenance and may also involve added features which place additional burdens on future maintenance but are often the only way to allow the practical development of the site.

The intent of collecting commuted sums is not to stifle innovation, but rather to allow the Authority greater flexibility to consider adopting ‘non-standard’ layouts and materials without placing undue burdens either on its maintenance budget or its Council Taxpayers.

### 2.2. Legislative Basis for Commuted Sums

The powers to seek commuted sums are provided under Section 38(6) and Section 278(3) of the Highways Act 1980. These provisions enable the Highway Authority to secure financial contributions from third parties — typically developers — for the future maintenance of highways that are either newly constructed and adopted (under Section 38) or improved as part of development works (under Section 278).

It is sometimes argued that commuted sums should be limited to covering only “extra over” costs — that is, the additional cost of maintaining non-standard construction, specialist materials, or exceptional features. However, this interpretation has been clarified by the courts.

In Redrow Homes Ltd v Knowsley Metropolitan Borough Council [2009] the Court of Appeal confirmed that it is lawful for Highway Authorities to require commuted sums to cover the full scope of future maintenance costs, not just for non-standard or

exceptional items. This applies to both new highways adopted under Section 38 agreements and to highway improvements delivered through Section 278 agreements.

The Court emphasised the wide and unqualified wording of both Section 38(6) and Section 278(3), noting that these provisions do not restrict the types of maintenance costs that may be secured, nor do they set limitations on how the amount of the commuted sum should be calculated. The ruling affirms the Authority's ability to apply commuted sums comprehensively to support the long-term maintenance of adopted highway infrastructure.

## 3. Assets Liable for Commuted Sums

For the purposes of adoption or alterations under Section 38 or Section 278 of the Highways Act 1980, the term "highway" encompasses all works, infrastructure, and associated elements necessary for its construction, operation, and maintenance. This includes, but is not limited to:

- Carriageways
- Footways and footpaths
- Cycle tracks
- Roundabouts
- Traffic calming measures
- Street furniture
- Bridges, subways, tunnels and retaining walls
- Pedestrian refuges
- Verges
- Culverts and ditches
- Street lighting and illuminated signs
- Traffic signal infrastructure
- Fencing and gates
- Planting, soft landscaping and trees
- Drainage systems, including Sustainable Urban Drainage Systems (SuDS)
- Any other objects or features legitimately located within the highway with the consent of the Highway Authority

While the legal position allows the Highway Authority to seek commuted sums for all elements of future maintenance, in practice the Council applies a targeted and proportionate approach.

As such, commuted sums will generally be sought only for:

- Non-standard carriageway and footway construction (e.g. block paving, coloured surfacing)
- Drainage infrastructure, including SuDS features requiring specialist maintenance

- Street lighting, where additional or non-standard equipment is proposed
- Street furniture not specified in the Authority's standard details
- Landscaping and trees, including planted verges and green infrastructure
- Traffic signal equipment, including new signalised junctions or crossings
- Structures, such as bridges, retaining walls, culverts, and subways

Definitions of what constitutes 'standard' construction or specification are provided in the section below, and developers are encouraged to consult early with Transport Development Planning to clarify any site-specific requirements.

## 4. Commuted Sum Payments

The payment of commuted sums will be formally secured through the relevant Section 38 or Section 278 agreement, based on the approved design drawings submitted as part of the technical approval process.

A 'provisional' commuted sum will be calculated at the time of agreement and will be payable in full prior to execution of the legal agreement.

Should the design be amended during construction — for example, through the substitution of materials, addition of non-standard features, or other changes that affect future maintenance liability — any increase in the commuted sum value will be assessed accordingly. In such cases, the additional payment must be made prior to the issue of the Final Certificate.

This approach ensures that the final commuted sum accurately reflects the highway assets being adopted and supports the long-term maintainability of the infrastructure.

## 5. ESCC Standard Construction Specifications

This section outlines the Council's standard construction specifications for adoptable highway infrastructure. Adherence to these standards is expected in all developments, unless otherwise agreed with the Highway Authority. Use of non-standard materials or proprietary systems may result in commuted sums being applied.

### 5.1. Carriageway Construction

Two standard types of carriageway construction are specified for residential streets, aligned with the street's primary function as defined in local Design Codes:

**Movement Priority Streets -** Designed to facilitate efficient vehicular movement:

- Surface course: 40 mm thick HRA 55/14 F surf 40/60* to EN 13108-4
- Binder course: 60 mm thick AC20 dense bin 40/60 to EN 13108-1
- Roadbase: 100 mm thick AC32 dense base 40/60 to EN 13108-1
- Subbase: Type 1 Granular Subbase, minimum 150 mm thick

**Place Priority Streets -** Designed to support a balance between movement and a sense of place:

- Surface course: 25 mm thick HRA 30/10 F surf 40/60* to EN 13108-4
- Binder course: 50 mm thick AC20 dense bin 40/60 to EN 13108-1
- Roadbase: 75 mm thick AC32 dense base 40/60 to EN 13108-1
- Subbase: Type 1 Granular Subbase, minimum 100 mm thick

**Footway Construction -** Standard across all street types:

- Surface course: 25 mm thick HRA 15/10 F surf 40/60* to EN 13108-4
- Binder course: 45 mm thick AC20 dense bin 100/150 to EN 13108-1
- Subbase: 100 mm thick Type 1 Granular Subbase

**Cycleway / Vehicle Crossover Construction**

- Surface course: 25 mm thick HRA 15/10 F surf 40/60* to EN 13108-4
- Binder course: 45 mm thick AC20 dense bin 100/150 to EN 13108-1
- Subbase: 150 mm thick Type 1 Granular Subbase

**Kerbing and Edging**

- All precast concrete kerbs and edgings to conform with BS EN 1340

**Tactile Paving**

- Tactile paving units must be 400 mm x 400 mm x 65 mm thick and installed in accordance with DfT Guidance for the Use of Tactile Paving
- Stick-on tactile paving is not acceptable

**Drainage**

- Surface water must discharge directly to an adopted sewer (regulated by an OFWAT-recognised water company) or a permitted watercourse
- Use of precast concrete pipes and gully pots, with ironwork to BS EN 124
- Twin-wall plastic pipes may only be used by prior agreement

**Traffic Signs and Road Markings**

- All to conform with the Traffic Signs Regulations and General Directions (TSRGD) 2016

**Highway Lighting**

- Must use standard ESCC lighting columns and fittings, including any illuminated traffic signs and bollards

**Notes on Materials and Commuted Sums**

- Recycled subbase or capping materials may be accepted subject to testing and site inspection.

- Coloured surface finishes (e.g. asphalts or chippings) may be used to vary appearance and texture.
- Proprietary surfacing materials require prior written agreement from ESCC.
- *Substitution of Hot Rolled Asphalt with Asphalt Concrete is permitted*; however, in such cases the developer will be charged a commuted sum equivalent to the first surface treatment (e.g. surface dressing for carriageways or slurry seal for footways and cycleways) to reflect the reduced initial durability.

## 6. Basis of Commuted Sum Calculation

Commuted sums are calculated on the basis that the payment received by the Highway Authority will be invested and will accrue interest over time. This investment return contributes toward the cost of future maintenance when it becomes due.

As such, the amount payable is discounted to reflect its net present value (NPV) — i.e. the value today of a future expense. This ensures that developers pay a fair and proportionate amount now, rather than the full projected cost at the point of maintenance.

### 6.1. Commuted Sum Calculation Formula

The commuted sum is calculated using the following formula to determine the net present value of future maintenance costs:

Commuted Sum = Σ*Mp*/(1 + D/100)T

- Mp = Estimated periodic maintenance cost
- D = Discount rate (effective annual interest rate) (%)
- T = Time period before expenditure will be incurred (years)
- Commuted Sum = The total of all discounted future maintenance costs

### 6.2. Explanation of Terms:

*Maintenance Cost (*$Mp$*):* This is based on the Council's current contract rates and reflects a 'whole life costing' approach. The maintenance regime considers the frequency of treatments and replacement intervals according to planned maintenance schedules. An additional percentage may be added to cover design and supervision costs where appropriate.

*Discount Rate (D):*The recommended effective annual discount rate is 2.2%, derived as follows:

D=((1.045/1.0225)-1)×100=2.2%

Where:

- 1.045 represents the assumed long-term neutral base interest rate of 4.5%
- 1.0225 represents the inflation rate of 2.25% (based on RPI-X, which excludes mortgage payments)

This formula accounts for both the interest earned on the commuted sum and inflation's impact on increasing future maintenance costs.

- *Time Period (T):* For developments with an expected lifespan of 60 years or more, a default period of 60 years will be used for the calculation of commuted sums to cover future maintenance.

## 7. Period of Commuted Sum Calculation

The 60-year period is conventionally used to represent the expected lifespan of housing and highway assets. This timeframe strikes a reasonable balance between adequately covering future maintenance and replacement costs while recognising the inherent uncertainties about whether and when such costs will be incurred.

### 7.1. Considerations for the 60-Year Period:

Replacement of Shorter-Life Assets

Commuted sums must account for assets that have a shorter lifespan than the overall development. For example, components that require replacement or major refurbishment before 60 years should be factored into the calculation to ensure sufficient funds are available.

### 7.2. Exceptions to the 60-Year Standard:

Developments with a Shorter Expected Lifespan

Where a development is designed with an expected life of less than 60 years, it is reasonable for commuted sums to be calculated based on the development's anticipated lifespan rather than the standard 60 years.

### 7.3. Assets with Known Shorter Maintenance Cycles

For some assets, such as traffic signals or vehicle-activated signs, commuted sums may be calculated for shorter periods (e.g., 15 or 30 years) to reflect the typical interval before major repair or refurbishment is required.

### 7.4. Substantial Assets Serving the Wider Public Network

In cases where a highway authority adopts a major asset, such as a bridge, that forms part of the strategic public network rather than solely serving a development, it may be appropriate to seek commuted sums covering a longer period than 60 years. This reflects the long-term nature and importance of such infrastructure.

### 7.5. Bridge Management Recommendations

The Bridge Management Code recommends adopting a design life of 120 years for bridges, adjusted according to whole-life cost analyses that may indicate a shorter economic lifespan. Commuted sum calculations for these assets typically include provisions for both routine maintenance and complete replacement over this extended timeframe.

## 8. Spending Commuted Sums

While commuted sums are received with the intention of funding the future maintenance of specific highway assets, it is recognised that strict adherence to their original purpose over long periods is often impractical.

Given the extended timescales involved, changes in maintenance practices, technologies, and available materials are inevitable. Some products or materials specified at the time of construction may no longer be available, making exact like-for-like replacements impossible. Modern asset management practices will therefore be employed to ensure that the overall quality and safety of the infrastructure are maintained to the required standards.

Decisions on the expenditure of commuted sums will be made based on prioritised need and the availability of resources at the time of maintenance or replacement.

All commuted sum funds will be ring-fenced and reinvested within the highway maintenance budget, generally targeted toward the specific asset category for which the funds were collected. These monies will be treated as additional to the Council's normal maintenance budget allocations.

It should be noted that the Council cannot guarantee the maintenance or replacement of non-standard elements to the original condition or in a like-for-like manner beyond the scope of available resources and prevailing maintenance practices.

# Highway Winter Service Policy
# East Sussex County Council

**Policy Owner:** Highway Asset Management Team

**Approved By:** Lead Member Transport and Environment

**Date of Approval:** September 2025

**Review Date:** September 2028

## Purpose of Policy

This policy outlines East Sussex County Council's approach to winter service delivery, ensuring the highway network is effectively managed during cold weather to maintain public safety, support essential services and minimise disruption.

## Policy Statement

The Council is committed to delivering a risk-based winter service prioritising critical routes such as major roads, public transport corridors, and access to emergency services. The service balances safety with operational costs and complies with relevant legislation and national best practice, maintaining a safe and resilient transport network throughout the winter months.

### Delivery Model and Contractor Role

East Sussex County Council commissions the winter service through its term highways maintenance contractor. The contractor is responsible for:

- Preparing and submitting an annual Winter Service Plan & Operational Handbook detailing routes, treatment methods, and resource deployment, for Council review and approval before each winter season.
- Delivering precautionary salting and reactionary treatments including the delivery bulk salt bags for community use, in line with agreed standards and schedules.
- Operating a fleet of gritting vehicles, including additional Operational Reserve Winter Service Vehicles for severe weather events.
- Managing the Community Snow Plough Scheme by allocating Council-owned snow ploughs to trained local stakeholders for use during extreme snow conditions.
- Conducting spot gritting and responding to public reports or site inspections to treat trouble spots.
- Maintaining and refilling grit bins and tubes across the county as per Council-approved criteria.

The Council monitors the contractor's performance to ensure compliance with the contract and the policy's objectives.

**Precautionary Salting Network**

Salt treatments are applied preventatively to the carriageway network during the Operational Winter Period (1 October – 30 April).

The network excludes:

- National Highways' Strategic Road Network (SRN) in East Sussex, which includes the:
    - A21 (Hastings to Flimwell)
    - A26 (Newhaven to Beddingham)
    - A27 (Falmer to Pevensey)
    - A259 (Pevensey to Kent boundary via Bexhill, Hastings, and Rye)
- Most footways and cycleways - which are only treated reactively during severe or prolonged conditions and subject to available resources.
- Private roads and land, which remain the responsibility of the owner or occupier.

Routes for salting are determined through a formal risk-based assessment in accordance with national best practice. Selection is based on the following criteria:

1. Resilience and Strategic Importance
    - Roads designated as part of the Resilience Network.
    - Major transport routes essential to emergency services and critical infrastructure.
2. Traffic Volume and Usage
    - Roads with high traffic flows, especially at peak times.
    - Key public transport corridors (e.g., bus routes between towns and villages).
3. Community and Emergency Access
    - Primary routes to and from villages, hamlets, urban estates, hospitals, and schools.
    - Roads that provide essential access for emergency response vehicles.
4. Geographic and Topographic Factors
    - Areas with steep gradients or high risk of ice formation due to microclimates.
    - Locations prone to surface water accumulation and frost pockets.
5. Risk History and Incident Data
    - Routes with a documented history of ice-related incidents.

This policy complies with the principles of Well-Managed Highway Infrastructure (UKRLG, 2016) and guidance from the National Winter Service Research Group (NWSRG)

## Salting Network Prioritisation

The salting network is categorised into three tiers.

- The Essential Network is prioritised when resources are limited – this includes the highest priority roads as detailed in the Resilience Network Plan.
- The Primary Network is treated as required, using an evidence-based process. The Primary network consists of the Essential network plus all other A and B roads. Other main roads that have higher traffic flows at peak traffic periods and key public transport routes are included to ensure that main access routes into major settlements are maintained.
- The Secondary Network is treated during particularly severe and prolonged hazardous winter weather conditions, (prolonged hazardous conditions shall be experienced for 48 hours before works may commence). This includes primary access routes into villages, hamlets not treated by the Primary network.

## Reactionary Treatments

Additional treatments that may be carried out in response to real-time weather conditions, incident reports and contractor feedback as appropriate and where reasonably practicable to do so.

Treatments include:

- Prioritised clearing of snow from all designated routes (Essential, Primary, and Secondary). Including activating the Community Snow Plough Scheme in severe snow events.
- Deploying additional salting vehicles from the operational reserve as needed.
- Targeted spot gritting based on site inspections or public feedback.
- Distributing bulk salt bags in exceptional circumstances to support local self-help efforts.

## Grit Bins and Tubes

The Council maintains grit bins at strategic local sites, allowing residents to treat nearby pavements, cul-de-sacs, and minor roads, promoting shared responsibility. Requests for new bins are assessed against a risk matrix. They will only be considered where the gradient is not greater than 1:10 or at junctions with a history of accidents.

Additional grit bins maybe provided when they are externally funded. In all cases grit bins will not be installed where:

- The location is on a current gritting route,
- The location obstructs sight lines,
- The location is within 200m of another grit bin,
- The location will obstruct the passage of pedestrians including wheelchairs or buggies,
- The location is outside the boundary of the public road.

**Communication**

The Council provides timely, accurate winter service information to the public via its website, social media, local media, and coordination with emergency services. Updates include daily gritting actions, route treatment details, winter driving advice and instructions on accessing services such as grit bin refills. Temporary signage and public notices may be used to warn of ice risks or treatment activity.

**Supporting Information**

- Highways Infrastructure Asset Management Policy
- Highways Infrastructure Asset Management Strategy
- Highways Network Resilience Plan
- Winter Service Plan

**Legal Framework:**

- **Highways Act 1980 (Section 41):** Requires the Council to maintain highways and take reasonable steps to keep them safe and passable, including winter maintenance. Section 150 puts a responsibility on the highway authority to clear snow from the highway, but only if it is causing an obstruction.

**Best Practice Guidance:**

- **Well-Managed Highway Infrastructure: A Code of Practice (2016):** Encourages a risk-based approach to winter service, prioritising routes, documenting procedures, and effective public communication.
- **National Winter Service Research Group:** Provides oversight and liaison for the development of guidance and new knowledge for the UK public roads sector.
- **Civil Contingencies Act 2004:** Provides guidance for emergency preparedness and coordinated winter responses through Local Winter Service Plans.

**Policy Development**

New Policy