

Appendix 2 – Rationale for proposed changes to policies

Policies to be rescinded			
POLICY and DESCRIPTION	LAST UPDATED	ISSUES and RECOMMENDATIONS	IMPACT OF POLICY CHANGE
<p>PS 1.2 The Transport Policies and Programme (TPP)</p> <p>This policy requires the County Council to publish a 2 year detailed expenditure programme and includes statements of the County's transport objectives and strategic policies</p>	Unknown	<p>The TPP has been superseded by the Council's Local Transport Plan, Highway Maintenance Asset Plan and Highways Capital Programme.</p> <p>The Transport Act 2000 introduced a statutory requirement for local transport authorities to produce a Local Transport Plan (LTP). In 2008 the Local Transport Act was published to look at the more important areas of public transport and set out proposals to establish a more consistent approach to local transport planning. East Sussex County Council's LTP "sets out the future direction for planning and providing the transport infrastructure and services needed to deliver sustainable economic growth and support additional housing in the county during this period." As a result, the TPP is no longer produced and therefore the policy is no longer needed.</p> <p>Recommendation: To rescind the policy</p>	<p>No changes to current practice, as ESCC currently follows the LTP3, Highway Maintenance Asset Plan and Highways Capital Programme</p>
<p>PS 4.22 Lorry Parking at Transport Cafes</p> <p>The policy sets out ESCC's approach to the development and possible financial assistance for lorry parking at transport cafes.</p>	Highways & Transportation Committee - 25 March 1975 Agenda Item 8	<p>Requests regarding the provision of lorry parking near a transport café would now be considered on a case by case basis under the usual planning application process which takes into consideration (though not limited by) the points raised in this policy. ESCC would not generally consider contributing financially towards the creation of parking space on highway land. Therefore this policy is no longer considered necessary.</p> <p>Recommendation: To rescind the policy</p>	<p>No changes to current practice</p>

<p>PS 4.26 Direction Signs for Events in Rural Areas</p>	<p>Cabinet Committee - Agenda Item 21 - 04.07.2000</p>	<p>The same general principles apply to direction signs for events in rural areas as to event signing on lamp posts in urban areas. It is proposed to update the latter to encompass all event signing including the statements contained within this policy. See Policy 4.27 Temporary Event Signing.</p>	<p>Recommendation: If the updates to Policy 4.27 - Temporary Event Signing are approved, to rescind policy PS 4.26.</p>
<p>PS 4.28 Speed Cameras</p> <p>To set out the guidelines for the site selection of fixed speed cameras in East Sussex and apply a consistent standard across the county.</p>	<p>Cabinet Committee – Agenda Item 11 24.06.2003</p>	<p>The placement of cameras is no longer the responsibility of ESCC and is now managed by the Sussex Safer Roads Partnership. Therefore the policy is no longer needed.</p>	<p>No changes to current practice.</p>
<p>PS 7.1 Transport Asset Management Plan and associated Maintenance Manual Policy Documents (TAMP)</p>	<p>Lead Member Meeting – 26 March 2007 Agenda Item 6 26.03.2007</p>	<p>TAMP is a combination of documents containing information on ESCC policy as well as national legislation and best practice. The information in chapters 7 and 8 would fit better in other policies – see details below.</p>	<p>Rescinding these sections and transferring the relevant information to other policies will mean all the policy information on each subject is in one place and make the Council's policy on these subjects clearer.</p>
<p>TAMP Chapter 8 Provision and Maintenance of Street Lighting and Illuminated Signs</p> <p>This policy defines highway maintenance policies, procedures and maintenance standards as well as detailing relevant information from national legislation and best practice.</p>		<p>Much of the section on the Provision and Maintenance of Street Lighting and Illuminated Signs is no longer in line with national best practice (Well-managed Highway Infrastructure - A Code of Practice, 2016 UK Roads Liaison Group) or the current Highways and Infrastructure Services Contract outcomes. Some of the policy statements are also replicated in policy 10.1 - Street lighting. The County Council's approach to managing street lighting is summarised in The Highway Asset Management Strategy and therefore this is not needed in the policy itself.</p> <p>The Highways Infrastructure Services Contract was written in accordance with national legislation and best practice and approved by Cabinet in December 2014.</p>	<p>Rescinding section 8 and transferring the relevant sections to PS 10.1 will bring the Council's policies on street lighting in line with current practice as specified in the Highway Services Infrastructure Contract and the Highway Asset Management Strategy.</p>

To avoid confusion it is recommended that the remaining relevant policy statements on street lighting and illuminated signs from TAMP are included in policy 10.1 (see further details in entry for PS 10.1 below) and this section of TAMP be rescinded.

No change to current practice as teams are currently operating under the Highways contract.

The remaining sections of TAMP are currently under review and it is likely to be proposed that these are also rescinded and the relevant information included in separate policies.

Recommendation: To rescind section 8: Provision and Maintenance of Street Lighting and Illuminated Signs

TAMP Chapter 7 – Procedure for dealing with public liability claims.

A procedure for dealing with highway public liability claims is set out in the Transport Asset Management Plan and associated Maintenance Manual Policy Documents (TAMP) – Chapter 7. Since May 2016, Highway Claims have been handled by the Highway Contractor and the details of the process that they are required to follow set out in the Highways and Infrastructure Services Contract 2016-23 – Volume 2, Works Information.

Rescinding this section and transferring the relevant information to a new policy will make the Council's stance on dealing with claims clearer.

Recommendation: It is recommended to rescind the procedure in TAMP and to replace this with a separate, overarching claims policy setting out the principles for how ESCC will manage Highway claims.

Policies to be updated			
POLICY and DESCRIPTION	LAST UPDATED	ISSUES and RECOMMENDATIONS	IMPACT OF POLICY CHANGE
<p>PS 3.1 Procedure for the Preparation of Road Schemes</p> <p>This policy was created to</p>	Unknown	<p>This policy has not been updated since the dissolution of the Highways and Transportation Committee which formerly had responsibility for approving schemes. The details of the process are no longer current e.g. reference to the Transport Supplementary Grant and the Transport Policies and Programme which no longer exist, although it does broadly reflect the process that is gone through in developing</p>	<p>There will be no changes to current practice. Updating the policy will ensure the current process is formalised.</p>

<p>define a formal procedure for the preparation of road schemes and associated Committee decisions. The policy outlines the stages a typical large scheme has to pass through.</p>		<p>the Local Transport capital programme.</p> <p>Recommendation: To update the policy to reflect the current procedure for the development and delivery of the County Council’s capital programme of local transport improvements and associated decisions made by the Lead Cabinet Member for Transport and Environment.</p>	
<p>PS 3.4 Technical Approval of Highway Structures</p> <p>To ensure that structures are designed to be fit for purpose and safe for use by detailing the sign off process and liability following a structural failure.</p>	<p>Highways & Transportation Committee - 27 May 1980 Agenda Item 9.4</p>	<p>1. Policy purpose is currently: 'To ensure an adequate level of design in highway structures.' It would be more accurate to state, 'to ensure that structures are designed to be fit for purpose and safe for use.'</p> <p>Recommendation: To update the purpose of the policy.</p> <p>2. Policy Statement 1 regarding sign off of designs by the County Engineer and Team Managers is no longer in line with best practice. Well-managed Highway Infrastructure - A Code of Practice states that, '<i>C.4.1.5. Technical Approval All structural design and assessment should be subject to a formal Technical Approval procedure such as those used by the Overseeing Organisations [BD 2; Technical Approval of Highway Structure] or Network Rail [GC/RT5101 Technical Approval Requirements for Changes to the Infrastructure]. Authorities should have such a procedure in place and have formally appointed an appropriate organisation or individual to act as Technical Approval Authority (TAA).</i>'</p> <p>Recommendation: To replace policy statement 1 with, '1. All structural design and assessment will be subject to a formal Technical Approval procedure.'</p> <p>3. The Claims and Risk Management Officer has confirmed that it is no longer necessary to specifically set out County Council liability in policy statement 2. Removal will not affect the Council’s liability insurance arrangements. The condition in question exists in law and would apply in the event of any claim. Liability is set out in the Highways contract.</p> <p>Recommendation: To remove policy statement 2.</p> <p>4. The supporting statement refers to the Transport Policies and Programme which no longer exists.</p>	<p>There will be no changes to current practice. Updating the policy will ensure the current process is formalised</p>

		<p>Recommendation: To remove the current supporting statement and replace it with reference to current legislation</p>	
<p>PS 3.6 Provision of Passing Places</p> <p>This policy sets out the circumstances in which the Council would consider creating a passing place on single track roads</p>	<p>Highways & Transportation Committee - 22 March 1974 Agenda Item 3.5</p>	<p>The policy is still in use and reflects current practice. It refers to the 'Layout of Roads in Rural Areas, 1968' published by the Ministry of Transport. This was withdrawn in 2002 (Design Manual for Roads and Bridges (Volume 6 Section 1 Part 1 TD 9/93 Amendment No 1, published 2002) and not replaced.</p> <p>Recommendation: To remove the reference to the Layout of Roads in Rural Areas, 1968 and the supporting statement that refers to this document.</p>	<p>No impact on the service as the policy still reflects current legislation and best practice.</p>
<p>PS 3.7 Provision of Lay-bys</p> <p>This policy sets out the circumstances in which the County Council would consider providing lay-bys.</p>	<p>Highways & Transportation Committee - 25 March 1975 Agenda Item 8</p>	<p>1) The purpose of the policy is 'To Ensure consistency across the County' which is not very descriptive.</p> <p>Recommendation: Update the purpose of the policy to make it clearer.</p> <p>2) The policy refers to the County Council's 'Manual for Estate Roads' and the Ministry of Transport's 'Layout of Roads in Rural Areas, 1968,' both of which have been rescinded.</p> <p>Recommendation: To remove reference to the Manual for Estate Roads and Layout of Roads in Rural Areas.</p> <p>3) The policy does not refer to the Manuals for Streets, 2007 and 2010 which were published since this policy was last updated and provide guidance on the siting of bus stops and bus lay-bys. It also does not refer to The Design Manual for Roads and Bridges, TD 69/07 which sets the standards for trunk roads but is generally considered good advice for other roads of similar types. These documents support the existing policy statements and no change is necessary.</p> <p>Recommendation: Refer to the Manuals for Streets, 2007 and 2010, and The Design Manual for Roads and Bridges, TD 69/07 in the supporting information section.</p>	<p>Recommendations 1-3 will have no impact on the service as the policy still reflects current legislation and best practice. The Community Match Initiative is already up and running. Successful projects are paid for from a limited pot of money and therefore there will be no additional financial costs to the Council from allowing applications to the scheme for additional laybys. More information about Community Match can be found on the East Sussex Highways Website.</p>

		<p>4) Policy statement 4 states that parking laybys will not be provided in urban areas at the highway authority's expense. However, East Sussex Highways would be prepared to consider contributing part of the expense if the application was successful under the East Sussex Highways Community Match initiative.</p> <p>Recommendation: To include reference to the possibility of a partial contribution under the Community Match Initiative.</p>	
<p>PS 3.8 Noise Insulation Regulations 1975 - Discretionary Aspects</p> <p>The purpose of this policy is to establish the criteria for implementing the discretionary powers to offer insulation work against increased traffic noise from altered highways and noise from highway construction work.</p>	<p>Highways & Transportation Committee - 27 May 1980 Agenda Item 9.5</p>	<p>1) The policy refers to 'The Regulations' but does not specify that these are Noise Insulation Regulations, 1975 (as amended)</p> <p>Recommendation: Include reference to Noise Insulation Regulations, 1975 (as amended)</p> <p>2) The policy does not refer to other relevant legislation and guidance that support the policy.</p> <p>Recommendation: Include reference to the Land Compensation Act, 1973; The Noise Insulation (Amendment) Regulations 1988, the British Standard 5228-1:2009+A1:2014 and the British Standard 5228-1:2009+A1:2014 Code of Practice for noise and vibration control on construction and open sites.</p> <p>3) Statement c refers to the Property Services Department. This is now the Business Services Department, Property Estates</p> <p>Recommendation: Replace 'Property' with 'Business Services Department, Property Estates' in statement c.</p> <p>4) The supporting statement refers to the duties imposed by the Land Compensation Act, but does not mention the Act.</p> <p>Update the supporting information to refer to the Act.</p>	<p>No impact on the service. This policy is up to date and still reflects current legislation and Council practice.</p>
<p>PS 4.16 Responsibility for off street parking</p> <p>The policy determines the</p>	<p>Highways & Transportation Committee 25.03.1975</p>	<p>1) The policy does not refer to relevant legislation.</p> <p>Recommendation: Add reference to Local Transport Plan 3, 2011 – 2026, The Road Traffic Regulation Act 1984, and the Traffic management Act 2004. Traffic</p>	<p>No impact on the service. This policy is up to date and still reflects current legislation and Council practice.</p>

<p>responsibility for off street parking and when the County Council will contribute to costs.</p>	<p>Agenda Item 8</p>	<p>Signs Regulations and General Directions 2016</p> <p>2) The supporting information refers to the County Structure Plan which no longer exists. Detailed parking information is now found within the Local Plans covering the Districts/Boroughs/SDNPA within the County.</p> <p>Recommendation: Update the supporting statement.</p>	
<p>PS 4.19 Residents Parking Schemes – charges</p> <p>The purpose of this policy is to establish the principles governing the financing of Residents Parking Schemes</p>	<p>Highways & Transportation Committee - 24 March 1981 Agenda Item 5</p>	<p>1) Since this policy was last updated, Civil Parking Enforcement (CPE) has been introduced. This means that local authorities are responsible for enforcing on-street parking controls in some areas instead of the police. This is enforced in Lewes, Hastings and Eastbourne. In these areas the Resident Parking Schemes policy is superseded by the Traffic Management Act 2004 that supports the CPE. In other areas, the policy still applies.</p> <p>Recommendation: To update the policy to make it clear that it only applies in areas not covered by Civil Parking Enforcement.</p>	<p>Updating the policy will bring it in line with practice that has been current since 1999 when decriminalised parking was first introduced in Hastings. The changes to this policy will not result in any financial implications and will no impact on the service.</p>
<p>PS 4.27 Event signing on lamp posts</p>		<p>1) The procedure for authorising event signs in rural areas (PS 4.26), posting of bills on the highway (PS 8.3) and event signing on the highway (PS 4.27) are all the same.</p> <p>Recommendation: To expand this policy to encompass all types of event signing and rescind the policies/relevant sections of policies 4.26 and 4.27 to ensure consistency. Rename PS 4.27 'Temporary Event signing.'</p> <p>2) Refers to the Area Highway Manager Director which is a post that no longer exists.</p> <p>Recommendation: Replace Highway Manager with 'Traffic Manager' as this is a post that we are legally required to appoint to have responsibility for Network Management (Traffic Management Act 2004) to have and so will not go out of date if there are any organisational changes.</p> <p>3) Refers to municipal events, but the policy is appropriate for all local area events.</p> <p>Recommendation: Replace 'municipal' with 'local area.'</p> <p>4) Does not specify what happens to signs that have not been approved.</p>	<p>Updating this policy will make the process clearer and mean that there is no longer any contradiction with PS 8.3 Obstructions on the Highway or PS 4.26 Direction signs for events in rural areas.</p>

		<p>Recommendation: Add: 'Any items which have not been approved by the Traffic Manager or do not conform to the above conditions or the terms and conditions of the licence may be removed and the cost recovered from the advertisement's organiser.' This is permitted under section 132: Unauthorised marks on highways of the Highways Act, 1980.</p> <p>5) Refers to approval being necessary from the Traffic and Safety Group who audited requests when the policy was first introduced to ensure there was no consequent increase in crashes. The group no longer considers this necessary and it has not been current practice for many years.</p> <p>Recommendation: Remove: '[j] the location of signs shall be initially agreed with the Traffic Safety Group'</p> <p>6) Does not refer to all relevant legislation and guidance.</p> <p>Recommendation: Add in reference to relevant legislation and guidance.</p> <p>7) The policy specifies the following additional detail on the proportion of advertising/sponsor's name on the sign, size of lettering, the nature of events that may be advertised and when the advertisements may be erected/taken down by the organiser.</p> <p>Recommendation: It is recommended that these factors be included in the terms and conditions of the licence rather than in the policy to allow for more flexibility e.g. if a sign is to be visible by drivers rather than just pedestrians, the lettering size may need to be different.</p>	
<p>PS 4.3 Temporary Traffic Regulation Orders for Bodies other than the Highway Authority</p> <p>This policy explains that the Highway Authority has the right to recover the costs of making orders.</p>	<p>Lead Member for Transport & Environment - agenda item 11, 24.07.2006</p>	<p>1) The purpose of the policy section states what the policy is about but not why the policy is needed.</p> <p>Recommendation: To state that, 'The purpose of this policy is to set out when ESCC will recover the costs of temporary traffic regulation orders for bodies other than the highway authority. Temporary Traffic Orders often have to be made to enable road closures, waiting restrictions, speed limits, etc to be introduced because of works in the highway by Statutory Undertakers, private builders or contractors. The contributions are sought to offset the Council's costs in making the necessary Orders.'</p>	<p>No impact on the service. This policy is up to date and reflects current legislation and Council practice.</p>

		<p>2) Supporting information section does not refer to supporting legislation etc.</p> <p>Recommendation: To include reference to the Road Traffic Regulation Act 1984 and The Local Authorities (Transport Charges) Regulations 1998 which give ESCC the authority to recover costs when making Traffic Orders.</p>	
<p>PS 4.5 Control of Heavy Goods Vehicles</p> <p>The purpose of this policy is to establish a pattern of control in order to reconcile, so far as is possible, the conflicting demands of the transport of goods and the environment. It does this by setting out the circumstances in which a Traffic Regulation Order prohibiting goods vehicles over 7.5 tonnes gross weight, except for loading or unloading, may be made.</p>	<p>Highways & Transportation Committee – 31.05. 1989 Agenda Item 11</p>	<p>1) Policy does not refer to any supporting legislation.</p> <p>Recommendation: Add reference to Road Traffic Regulation Act 1984 and Local Authorities Traffic Orders (Procedure) (England and Wales) Regulations 1996.</p> <p>2) There is a spelling error in the appendix. It says 'merit tating.' This should be 'merit rating.'</p> <p>Recommendation: Replace 'tating' with 'rating' in the appendix title.</p>	<p>No impact on the service. This policy is up to date and still reflects current legislation and Council practice.</p>
<p>PS 4.37 Passive Safety</p> <p>The policy sets out the circumstances in which passively safe sign posts will be used. It is intended to ensure the optimum safety level to road users from highway signage whilst ensuring the best use of the available resources for new, replacement and temporary traffic signage.</p>	<p>Lead Member for Transport & Environment - Agenda Item 7 - 15.12.2008</p>	<p>1) The policy is for sign posts, not including lamp posts or traffic signal posts. This could be made clearer by renaming the policy 'Passively Safe Sign Posts.'</p> <p>Recommendation: Rename the policy Passively Safe Sign Posts.</p>	<p>No impact on the service. This policy is up to date and still reflects current legislation and Council practice.</p>

<p>PS 8.2 Banners Across the Highway</p> <p>The purpose of this policy is to allow the suspension of banners across the highway under controlled conditions.</p>	<p>Highways & Transportation Committee – Agenda Item 8, 30.03.1976</p>	<p>1) Policy only refers to banners, but the same conditions apply to decorative lighting and bunting and it would be useful to make this clear within the policy.</p> <p>Recommendation: Update policy to include reference to 'decorative lighting and bunting' as well as banners.</p> <p>2) Policy refers to the Network Manager. It would be better to refer to the Traffic Manager as this is a post we are legally required to appoint to have responsibility for Network Management (Traffic Management Act 2004) and therefore will not go out of date following structure or job title changes within the service.</p> <p>Recommendation: Replace Highway Manager with 'Traffic Manager.'</p> <p>3) The supporting statement provides details on the purpose of the policy and would be better in the 'Purpose' section.</p> <p>Recommendation: Move the supporting statement to the 'purpose' section of the policy.</p> <p>4) The policy does not refer to the fact that Structural testing may be required in order to determine whether it will safely carry the imposed loads, but it would be useful to make this clear in the policy.</p> <p>Recommendation: Add in statement e) Structural testing may be required in order to determine whether it will safely carry the imposed loads.</p> <p>5) Policy statement 3 states that no part of a banner etc. may be less than 6m above the highway. There is no national legislation or guidance on the minimum height but other authorities generally require a minimum of between 5m and 5.8m. Ordinary double decker buses and HGVs are usually less than 5m. ESCC requires hedges/trees to be trimmed to give a minimum of 5.2m clearance over the carriageway to allow sufficient space for large vehicles. 5.2m is considered to be an acceptable minimum height for banners etc. but owing to the variety of circumstances that banners etc. may be erected in (e.g. over the road, over a footway, over a pedestrian area) it is felt that a risk assessment should be carried out each time and applications considered on a case by case basis by a technical expert.</p>	<p>No financial impact on the service. This policy still reflects current legislation and practice and the updates will ensure there is greater clarity on what is and is not permitted. The reduction in minimum height for banners etc.</p>
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		<p>Recommendation: Remove the requirement for banners etc. to be a minimum of 6m above the highway and replace it with: ‘The minimum height of the banner, decorative lighting or bunting and its anchorage shall be determined by a technical expert following a risk assessment prior to the erection of the banner.’</p> <p>6) The policy does not make it clear what actions will be taken if a banner etc. is not erected to the satisfaction of the Traffic Manager. Recommendation: Add: ‘Any items which have not been approved by the Traffic Manager or do not conform to the above conditions or the terms and conditions of the licence may be removed and the cost recovered from the advertisement’s organiser.’ This is permitted under the Highways Act, 1980.</p>	
<p>PS 8.3 Obstructions on the Highway</p> <p>The purpose of this policy is to control the obstruction of the highway so as to minimise the inconvenience and danger to the user.</p>	<p>Highways & Transportation – Agenda Item 8 - 30 March 1976</p>	<p>1) Part IX of the Highways Act gives Highway Authorities the power to authorise, control and remove obstructions on the highway. This should be referenced in the policy. Recommendation: Add reference to the Highways Act, 1980</p> <p>2) The policy uses the term 'County Engineer' however, this title is no longer current and it is now the responsibility of the 'Traffic Manager.' Recommendation: Replace County Engineer with 'Traffic Manager.' Traffic Manager is a post that we are legally required to appoint to have responsibility for Network Management (Traffic Management Act 2004) to have and so will not go out of date if there are any organisational changes.</p> <p>3) The policy does not refer to the Council serving notices on trailers, caravans or other objects causing obstruction. Section 143 of the Highways Act 1980 contains a power for the Council as Highway Authority to serve a formal Notice for the removal of a structure on the highway. The definition of a 'structure' under the Act can include any object which is capable of causing an obstruction and includes a structure which is on wheels. Recommendation: Added in: 'A statutory notice shall be served upon the owner of trailers, caravans etc, or any other object causing an obstruction on the highway, requiring removal of the obstruction. Subsequent action shall be</p>	<p>This policy still reflects current legislation and practice. The updates to the policy will result in greater clarity of the process for controlling obstructions on the highway. There will be no impact on the service.</p>

		<p>taken, if necessary, to secure the removal.</p> <p>4) Policy statement 1b regarding the issue of licences for temporary highway obstructions refers to policy 7/3 for more information on statutory undertakers works. This is a typographical error and should refer to policy 4/3 - Temporary Traffic Regulation Orders (TROs) which contains more information on recharging the cost of TROs and traffic signs.</p> <p>Recommendation: Replace the reference to policy 7/3 with 4/3.</p> <p>5) Section 4 contains policy on posting of bills on the highway for the advertisement of events. It is almost identical to PS 4.27 Event Signing on Lamp Posts except for minor details such as exactly when bills must be taken down and whether bills may be for only local or charitable events. It has been proposed to update PS 4.27 to encompass all event signing on the highway. If this proposal is approved, section 4 of PS 8.3 will no longer be needed.</p> <p>Recommendation: Rescind section 4 of this policy and include the information in PS 4/27 Event Signing on Lamp Posts (see notes on this policy above for the details of how this will be incorporated).</p>	
<p>PS 8.4 Permission to Trade on the Highway</p> <p>The purpose of the policy is to set out how we will permit and control the obstruction of purpose made footways and pedestrian areas by trading and similar activities in order to ensure their continued safety and serviceability.</p>	<p>Highways & Transportation Committee, Agenda Item 9.3 – 18/09/1991</p>	<p>1) The purpose of the policy section states what the policy is about but not why the policy is needed.</p> <p>Recommendation: Update the purpose of policy section to explain that the reason for the policy is to ensure safety and usability for users and include the details from the supporting information section.</p> <p>2) Supporting information section does not refer to supporting legislation etc.</p> <p>Recommendation: Add reference to the Highways Act, related policies and Scheme of Authorisation.</p> <p>3) Refers to the County Engineer authorising permits in conjunction with the County Secretary. The County Secretary and County Engineer are no longer official positions and it is now the Traffic Manager who authorises permits independently.</p> <p>Recommendation: Remove the reference to the County Secretary authorising</p>	<p>The updates to the policy will bring it in line with current practice. There will be no impact on the service.</p>

		<p>permits. Replace 'County Engineer' with 'Traffic Manager' as this is a post that we are legally required to appoint to have responsibility for Network Management (Traffic Management Act 2004)</p> <p>4) Section e refers to the Highway Management Sub-Committee. The Lead Member for Transport and Environment would now fulfil this role.</p> <p>Recommendation: replace Highway Management Sub-Committee with The Lead Member for Transport and Environment in section e.</p>	
<p>PS 8.5 Posts on Highway Verges</p> <p>The purpose of the policy is to set out how we will regulate and permit posts on verges in order to ensure the safety of highway users and usability of verges e.g. for maintenance works.</p>	<p>Highways & Transportation Committee – 16 September 1992</p>	<p>1) The purpose of the policy section states what the policy is about but not why the policy is needed.</p> <p>Recommendation: Update the purpose of policy section to explain that the reason for the policy is to ensure safety and usability of verges.</p> <p>2) Refers to the County Engineer which is no longer an official position.</p> <p>Recommendation: Replace County Engineer with 'Traffic Manager.' Traffic Manager is a post that we are legally required to appoint to have responsibility for Network Management (Traffic Management Act 2004).</p> <p>3) Statement 2 says that a procedure and conditions shall be written in conjunction with the County Secretary. The County Secretary is no longer involved in this process.</p> <p>Recommendation: Remove the reference to County Secretary.</p> <p>4) The Well Managed Highway Infrastructure Code of Practice contains some guidance on dealing with parking on verges which supports this policy.</p> <p>Recommendation: Add a reference to Well Managed Highway Infrastructure Code of Practice.</p> <p>5) PS4/21 Control of Parking on Verges is related to this policy and should be referenced in the policy.</p> <p>Recommendation: Add reference to PS 4/21 Control of Parking on Verges.</p>	<p>This policy still reflects current legislation and best practice. The updates to the policy will result in greater clarity of the process. There will be no impact on the service.</p>

<p>PS 10.1 Street lighting</p> <p>The purpose of the policy is to set out how we will design, maintain and improve street lighting across the County</p>	<p>Lead Cabinet Member for Transport & Environment – Agenda Item 5, 07.11.2005</p>	<p>1) The policy was updated in 2012 to set out the plans for reducing street lighting across the County. This work has now been completed and therefore these parts of the policy detailing future plans are no longer needed.</p> <p>Recommendation: The information describing the various options for reduced street lighting is still relevant. Therefore it is recommended that the policy is updated to reflect the current situation by changing the tense of the policy statements from 'we will be' to 'we may' to guide any new schemes in the future.</p> <p>2) The Transport Asset Management Plan - Maintenance Management Policy Documents chapter 8 includes policy on the provision and maintenance of street lighting and signs. Much of this information contradicts the current contract and Well-Managed Highways and it has been proposed to rescind it. However there are two sections which are still relevant.</p> <p>Recommendation: Include the following two sections from TAMP in the street lighting policy.</p> <p>a) Section regarding the positioning of new lighting columns which is still up to date and relevant. (section 1.3 in updated policy)</p> <p>b) Section on the adoption of lighting on new developments with minor amendments to include more detail about the process for agreeing standards of lighting on new developments and remove reference to the designated zones as this no longer applies. (section 3 in updated policy)</p>	<p>The County Council's policies on street lighting will be altogether and the process will be clearer and in line with current practice. There will be no impact on the service provided.</p>
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New policies			
POLICY and DESCRIPTION	LAST UPDATED	ISSUES and RECOMMENDATIONS	IMPACT OF POLICY CHANGE

<p>Sports Ground Safety Certificates</p>	<p>N/A</p>	<p>The Council has various statutory duties to ensure the safety of sports grounds. A new policy is needed to formalise the procedures currently in place that set out how we will meet our responsibilities.</p>	<p>There will be no impact on the service currently provided. The policy formalises the procedures currently in place.</p>
<p>The purpose of the policy is to set out the Council's approach to discharging its powers and responsibilities, in respect of the issue and review of safety certificates for sports grounds, to ensure the reasonable safety of spectators.</p>		<p>Recommendation: To approve the new policy.</p>	
<p>Highway Claims Policy</p>	<p>N/A</p>	<p>A procedure for dealing with public liability claims was set out in the Transport Asset Management Plan and associated Maintenance Manual Policy Documents (TAMP) – Chapter 7. Since May 2016, Highway Claims have been handled by the Highway Contractor and the details of the process that they are required to follow is set out in the Highways and Infrastructure Services Contract 2016-23 – Volume 2, Works Information.</p>	<p>There will be no impact on the service currently provided. The policy formalises the procedures currently in place.</p>
		<p>Recommendation: It is recommended to rescind the procedure in TAMP and to replace this with a separate overarching claims policy setting out the principles for how ESCC will manage Highway claims.</p>	