

Appendix 5 –updated policies

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

PS 3/1	Development and delivery of the capital programme of local transport improvements
<p>Purpose of Policy</p> <p>East Sussex County Council (ESCC) recognises the vital role that local transport schemes, including junction improvements, walking and cycling enhancements, public realm schemes and improved facilities for bus users, play in supporting economic growth in East Sussex</p> <p>The purpose of this policy is to set out the formal 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>In carrying out this policy, ESCC will meet its statutory obligations and will also support the Council's Priorities, Local Transport Plan and Highway Service Outcomes.</p>	
<p>Policy Statement</p> <p>The development and delivery of the capital programme of local transport improvements identified in the East Sussex Local Transport Plan 2011 – 2026 and its series of five year Implementation Plans has to pass through the following stages:-</p> <ol style="list-style-type: none">1. Following the development of the annual draft capital programme of local transport improvements, it will be reported to the Cross Party Member Panel comprising representatives of each of the political parties, and the Chair of the Economy, Transport and Environment Scrutiny Committee (or equivalent) and sent to all Councillors for comment.2. The programme will be developed annually to take into account the availability of funding from the County Council's capital programme allocation for local transport schemes, development contributions and external funding sources (eg. Local Growth Fund, other Department for Transport funding sources)3. Requests for schemes for potential inclusion in the capital programme of local transport improvements which are to be fully or part funded using the County Council allocation of funding are assessed using the framework for the prioritisation and management of local transport schemes approved by the Lead Member – Transport and Environment on 6 September 2011. Transport schemes that are fully funded from other external sources are included in the draft programme where they are identified to contribute towards wider economic and transport strategies.4. The Cross Party Member Panel, chaired by the Lead Cabinet Member for Transport and Environment, will consider the content of the annual draft capital programme of local transport improvements in February of each year, and comments received by County Councillors on the draft programme. The Panel will make recommendations on proposed changes to the programme ahead of being reported to the Lead Cabinet Member for Transport and Environment's decision making meeting.5. The programme is confirmed or amended by the Lead Cabinet Member for Transport and Environment at their decision making meeting in March each year.6. Schemes which have more than one option, are environmentally sensitive or affect a large number of properties will be subject to public consultation prior to formal approval.	

7. On completion of the preliminary design and consultation, schemes will be submitted to the Lead Cabinet Member for Transport and Environment for approval to progress to detailed design and construction, and, if appropriate, seek authority to apply for planning consent and acquire land, compulsorily if necessary.

Supporting Information

East Sussex Local Transport Plan 2011 - 2026

East Sussex Local Transport Plan Implementation Plan (2016/17 – 2020/21)

Version control

Date of last review:

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

PS 3/4	Technical Approval of Highway Structures
<p>Purpose of Policy</p> <p>East Sussex County Council (ESCC) recognises the vital role played by the local highway network.</p> <p>The purpose of this policy is to ensure that structures are designed to be fit for purpose and safe for use.</p> <p>In carrying out this policy ESCC will meet its statutory obligations and will also support the Council's Priorities, Local Transport Plan and Highway Service Outcomes.</p>	
<p>Policy Statement</p> <ol style="list-style-type: none">1. All structural design and assessment will be subject to a formal Technical Approval procedure.2. In the event of structural failure, the County Council will consider liability in the event of a claim in accordance with the Highway Claims Policy.	
<p>Supporting Information</p> <p>The Design Manual for Roads and Bridges, Technical Approval for Highway Structures BD 2/12 Well-managed Highway Infrastructure - A Code of Practice, UK Roads Liaison Group, 2016</p>	
<p>Version control</p> <p>Highways & Transportation Committee, agenda Item 9.4, 27 May 1980</p>	<p>Date of last review:</p>

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

PS 3/6	Provision of Passing Places
<p>Purpose of Policy</p> <p>East Sussex County Council (ESCC) recognises the vital role played by the local highway network.</p> <p>The purpose of the policy is to aid consistency in the location of passing places on single track roads.</p> <p>In carrying out this policy ESCC will meet its statutory obligations and will also support the Council's Priorities, Local Transport Plan and Highway Service Outcomes.</p>	
<p>Policy Statement</p> <p>Passing places may be provided where an obvious need exists and where:</p> <p>[a] widening of the full length of a country lane would be prohibitively expensive in relation to the traffic using it;</p> <p>[b] passing takes place overrunning grass verges, making them unsightly and expensive to maintain;</p> <p>[c] the provision of a few well located passing places would preserve the charm of a country lane which is subject to relatively heavy use by motor vehicles.</p>	
<p>Supporting Information</p>	
<p>Version control</p> <p>Approved by Highways & Transportation Committee Agenda Item 3.5 22/03/1974</p>	<p>Date of last review:</p>

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

PS 3/7	Provision of Lay-Bys
Purpose of Policy <p>East Sussex County Council (ESCC) recognises the vital role played by the local highway network.</p> <p>This policy sets out the circumstances in which the County Council will consider providing lay-bys.</p> <p>In carrying out this policy ESCC will meet its statutory obligations and will also support the Council's Priorities, Local Transport Plan objectives and Highway Service Outcomes.</p>	
Policy Statement <ol style="list-style-type: none">1. Rest and Recreation Lay-bys should be provided where necessary in connection with all new highway schemes.2. Bus laybys should be provided in locations where there would be road safety benefits or reduced congestion, subject to consultation with interested parties.3. Lay-bys and service hardstandings are to be provided in connection with all rural "Clearway" schemes.4. Parking lay-bys [as distinct from bus lay-bys] will not be provided in urban areas at the expense of the highway authority. However the provisions of such lay-bys may be considered if match funded under the East Sussex Highways Community Match initiative.	
Supporting Information <p>Manual for Streets, 2007</p> <p>Manual for Streets 2, 2010</p> <p>The Design Manual for Roads and Bridges, TD 69/07</p>	
Version control <p>Highways & Transportation Committee - 22 March 1974 Agenda Item 3</p>	Date of last review:

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

PS 3/8	Noise Insulation Regulations 1975 - Discretionary Aspects
<p>Purpose of Policy</p> <p>East Sussex County Council (ESCC) recognises the vital role played by the local highway network.</p> <p>The purpose of this policy is to establish 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>In carrying out this policy, ESCC will meet its statutory obligations and will also support the Council's Priorities, Local Transport Plan and Highway Service Outcomes.</p>	
<p>Policy Statement</p> <p>The discretionary powers to carry out insulation work conferred by The Noise Insulation Regulations 1975 (as amended in 1988) regulations 4 and 5 will be implemented in the case of highway schemes which fall within one or more of the following categories:</p> <p>[a] Altered roads where the intensity and type of traffic has increased or changed so much as to affect the character of the road.</p> <p>[b] Altered roads that lie between or join lengths of new road [the definition of a new road being a highway requiring planning permission before an improvement can be carried out].</p> <p>[c] Such other altered roads, constructed since 16 October 1969, which seriously affect an eligible building, and after seeking the opinion of the Business Services Department, Property Estates that the matter could not be more appropriately dealt with under some other provision of the Land Compensation Act 1973.</p> <p>[d] Schemes where the noise from construction work is expected to seriously affect an eligible building for a substantial period of time, and after establishing that it is not practicable to control the level of noise by means of the provisions of the Control of Pollution Act 1974, or by providing insulation against traffic noise in advance of the construction period.</p>	
<p>Supporting Information</p> <p>The Land Compensation Act imposes a duty or power on authorities to undertake or make a grant in respect of the cost of undertaking noise insulation work in or to eligible buildings. This is subject to meeting certain criteria given in The Noise Insulation Regulations. For "new" roads there is a duty to provide insulation work, but for "altered" roads, it is at the discretion (i.e. a power) of the highway authority. This duty or power only arises, however, in cases where the noise level requirements laid down in The Noise Insulation Regulations are satisfied.</p> <p>The effect of the above criteria is that dwellings affected by routes which are being comprehensively improved can be treated uniformly, whether or not they lie on a length of highway that is deemed to be "new" or "altered".</p>	

Noise Insulation Regulations, 1975 (as amended)

The Noise Insulation (Amendment) Regulations 1988

Land Compensation Act 1973

Annex E of British Standard 5228-1:2009+A1:2014 Code of practice for noise and vibration control on construction and open sites – Part 1: Noise.

Version control

Highways & Transportation Committee, 27 May 1980 Agenda Item 9.5

Date of last review:

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

PS 4/16	Responsibility for off street parking	
<p>Purpose of Policy</p> <p>East Sussex County Council (ESCC) recognises the vital role played by the local highway network.</p> <p>The purpose of this policy is to determine responsibility for the provision of “off-street” parking relative to Borough and District Councils.</p> <p>In carrying out this policy, ESCC will meet its statutory obligations and will also support the Council’s Priorities, Local Transport Plan and Highway Service Outcomes.</p>		
<p>Policy Statement</p> <ol style="list-style-type: none"> 1. Although both the County Council and Borough/District Councils have concurrent powers for “off-street” parking, the County Council will leave this function to the Borough/District Councils. 2. Borough/District Councils shall be requested to consult the County Council before a new “off-street” parking scheme is introduced to ensure that no conflict with overall transportation policy occurs. 3. The County Council may contribute to the cost of off-street parking in those cases where this facilitates the removal of kerbside parking on a traffic route. 		
<p>Supporting Information</p> <p>Detailed parking policies for specific areas relate to the characteristics of those areas and vary across the County. These are set out in the Local Plans covering the Districts/Boroughs/South Downs National Park Authority within the County.</p> <p>Local Transport Plan 3, 2011 - 2026</p> <p>The Road Traffic Regulation Act 1984, and the Traffic management Act 2004.</p> <p>Traffic Signs Regulations and General Directions 2016</p>		
<p>Version control</p> <p>Highways & Transportation Committee 25.03.1975 Agenda Item 8: Current County Structure Plan</p>		<p>Date of last review:</p>

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

PS 4/19	Residents Parking Schemes - Charges
<p>Purpose of Policy</p> <p>East Sussex County Council (ESCC) recognises the vital role played by the local highway network.</p> <p>The purpose of this policy is to establish the principles governing the financing of Residents Parking Schemes in areas other than civil enforcement areas for parking contraventions.</p> <p>In following this policy, ESCC will meet its statutory obligations and will also support the Council's Priorities, Local Transport Plan and Highway Service Outcomes.</p>	
<p>Policy Statement</p> <p>In areas not covered by civil parking enforcement:</p> <ul style="list-style-type: none"> • Residents Parking Schemes shall be self-financing. • Residents Parking Schemes shall be subject to regular review. • In "separate"* schemes the number of permits sold may exceed the number of spaces available. <p>*<u>Note</u>: A "separate" scheme is one where parking places are provided for use only by Permit Holders during the hours of operation of the Scheme.</p> <p>A "shared" scheme is one where Permit Holders are able to park without time limit in parking places provided for those parking short term.</p>	
<p>Supporting Information</p> <p>The Road Traffic Regulation Act 1984</p> <p>In areas where there is civil parking enforcement, this policy is superseded by the Traffic Management Act 2004, part 6: Civil enforcement of traffic contraventions</p>	
<p>Version control:</p> <p>H&T Committee - 30 November 1976 Agenda Item 5.7</p> <p>H&T Committee - 30 March 1977 Agenda Item 6</p> <p>H&T Committee - 24 March 1981 Agenda Item 5</p>	<p>Date of last review:</p>

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

PS 4/27	Temporary event signing
<p>Purpose of Policy</p> <p>East Sussex County Council (ESCC) recognises the vital role played by the local highway network.</p> <p>The purpose of this policy is to control event signing on the highway to allow the promotion of local events whilst minimising the inconvenience and danger to road users, and respecting the need to protect the environment.</p>	
<p>Policy Statement</p> <p>1) The Traffic Manager may issue a licence, where appropriate for the following items on the highway:</p> <ul style="list-style-type: none">[a] Signing for local events; and[b] Temporary direction signs for commercial concerns in rural areas that rely on seasonal trade. <p>See PS 4/10b Provision of Traffic Signs – Temporary Direction Signs for policy regarding RAC and AA signs or other signs by a similarly approved organisation.</p> <p>2) These shall be subject to the following conditions and in compliance with current legislation and best practice.</p> <ul style="list-style-type: none">[a] The event organiser shall accept full liability for any claim which may arise out of the erection of the signage.[b] Prior to the erection of the signage, details of the location, size, content, layout, construction and material shall be submitted to and approved in writing by the Traffic Manager on the provision that it conforms to current guidelines. The signage shall thereafter only be erected in accordance with the approved details and terms and conditions of the licence.[c] All items shall be fixed securely and safely.[d] Any necessary planning consent shall be obtained by the event organiser from the Local Planning Authority.[e] Structural column testing may be required on lamp posts before they can be approved for use. This will be at the cost of the organisation requesting the advertisement although it may be arranged through the County Council.[f] 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 by the Highway Authority and the cost recovered from the event organiser.	

Supporting Information

Signing shall not include RAC/AA or similar type direction signs which are covered by PS 4.10b
Provision of traffic signs – temporary direction signs.

East Sussex Highways Advertising Information Fact Sheet

Highways Act 1980

Town and Country Planning (Control of Advertisements) Regulations, 1992

Road Traffic Regulation Act 1984

Traffic Advisory Leaflet 04/11 Temporary Traffic Signs for Special Events, Department for
Transport 2011

Outdoor Advertisements and Signs: a Guide for advertisers, Department for Communities and
Local Government 2007

Traffic Signs Regulations and General Directions, 2002

The Traffic Signs Regulations and General Directions, 2016

Version control

Cabinet – agenda item 22 – 04.07.2000

Date of last review:

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

PS 4/3	Temporary traffic regulation orders for bodies other than the highway authority
<p>Purpose of Policy</p> <p>East Sussex County Council (ESCC) recognises the vital role played by the local highway network.</p> <p>The purpose of this policy is to set out when ESCC will recover the costs of temporary traffic regulation orders for bodies other than the highway authority.</p> <p>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>In carrying out this policy ESCC will meet its statutory obligations and will also support the Council's Priorities, Local Transport Plan and Highway Service Outcomes.</p>	
<p>Policy Statement</p> <ol style="list-style-type: none"> 1. When a Temporary Traffic Regulation Order is made for a body other than the Highway Authority, a contribution will be sought. If an extension of time is requested, a further contribution will be sought. 2. If traffic signs are provided by the Highway Authority, the cost will also be recharged. 3. The contributions will be adjusted as necessary to reflect current costs. 	
<p>Supporting Information</p> <p>Road Traffic Regulation Act 1984</p> <p>The Local Authorities (Transport Charges) Regulations 1998</p>	
<p>Version control</p> <p>Highways & Transportation Committee – agenda item 9, 02.03.1976</p> <p>Lead Member for Transport & Environment - agenda item 11, 24.07.2006</p>	<p>Date of last review:</p>

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

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

Version control Highways & Transportation Committee – 16.12.1990 Agenda Item 11A Highways & Transportation Committee – 31.05. 1989 Agenda Item 11	Date of last review:
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Appendix: Heavy Goods Vehicle merit rating factors and score

A score of 55+ indicates that a ban maybe justified subject to conditions [b] and [c] of the policy being met.

FACTOR	SCORE	FACTOR	SCORE
<u>PHYSICAL FEATURES</u>		<u>TRAFFIC FLOWS</u>	
Width [excepting Pinch Points]		Traffic Flow [6am – 10pm]	
Under 4.5m	20	Over 1000	12
4.5m - 4.8m	12	Over 700	6
4.8m - 5.1m	8	Over 400	4
5.1m - 5.5m	4	Over 200	2
Over 5.5m	0		
		% of HGV Traffic that is “Through”	
Pinch Points [eg narrow bridge, close buildings, archway]		Over 70%	7
Under 3.0m wide	10	Over 50%	3
3.0m - 3.8m	6	Over 20%	2
3.8m - 4.5m	3		
4.5m - 5.5m	1	HGV Flow [per day in Peak 10hr Period]	
Over 5.5m	0	Over 40	15
		Over 30	9
Hilliness		Over 20	6
Over 50m/km	5	Over 10	4
15m/km - 50m/km	2	1-10	2
Under 15m/km	0		
		<u>INJURY ACCIDENTS</u>	
Development		HGV Accidents [last 3 years]	
In depth	6	Over 2	10
Slight/ribbon	2	1-2	4
Worst Kilometre of Bendiness		Total Accidents [last 3 years]	

Over 140°/km	15	Over 10	8
110°/km - 140°/km	11	Over 5	4
85°/km - 110°/km	6	1-5	2
60°/km - 85°/km	2		
Under 60°/km	0		

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

PS 4/37	Passively Safe Sign Posts	
<p>Purpose of Policy</p> <p>East Sussex County Council (ESCC) recognises the vital role played by the local highway network.</p> <p>The policy 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>In carrying out this policy, ESCC will meet its statutory obligations and will also support the Council's Priorities, Local Transport Plan and Highway Service Outcomes.</p>		
<p>Policy Statement</p> <p>(i) For roads with speed limits of 50 mph or more, all signage shall be designed in accordance with BS EN 12767:2007 (Passive Safety of support structures for road equipment) and BS EN 12899:2007 (Fixed, Vertical Road Traffic signs), or any subsequent superseding standard.</p> <p>(ii) For roads with speed limits of 40 mph or less, all signage shall be designed in accordance with best practice design principles and passively safe posts will not be used.</p> <p>(iii) For temporary signage that will be removed within 9 months of installation, all signage shall be designed in accordance with best practice design principles and passively safe posts will not be used.</p>		
<p>Supporting Information</p> <p>Design Manual for Roads and Bridges TD 89/08 Use of Passively Safe Signposts, Lighting Columns and Traffic Signal Posts to BS EN 12767: 2007</p> <p>BS EN 12767:2007 (Passive Safety of support structures for road equipment)</p> <p>BS EN 12899:2007(Fixed, Vertical Road Traffic signs)</p>		
<p>Version control</p> <p>Lead Member for Transport & Environment - Agenda Item 11 - 10.11.2008</p> <p>Lead Member for Transport & Environment - Agenda Item 7 - 15.12.2008</p>		<p>Date of last review:</p>

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

PS 8/2	Banners, Cables, Decorative Lighting or Bunting Across the Highway
<p>Purpose of Policy</p> <p>East Sussex County Council (ESCC) recognises the vital role played by the local highway network.</p> <p>The purpose of this policy is to ensure that highway users are not distracted by a multiplicity of signs or endangered by inadequate clearance or fixing of banners, decorative lighting and bunting across the highway by setting out the conditions for authorisation of these items.</p> <p>In carrying out this policy ESCC will meet its statutory obligations and will also support the Council's Priorities, Local Transport Plan and Highway Service Outcomes.</p>	
<p>Policy Statement</p> <p>The Traffic Manager shall be authorised to permit the erection of banners across the highway subject to the following conditions:</p> <ul style="list-style-type: none">a) The organisation requesting the banner, cable, decorative lighting or bunting shall accept full responsibility for any claim that might arise out of its erection;b) The minimum height of the banner, cable, 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.c) Prior to the erection of the banner, cable, decorative lighting or bunting the details of the location, size, content, layout, construction, material and suspension details shall be submitted to and approved in writing by the Traffic Manager on the provision that it conforms to current guidelines and has approval by a technical expert. The banner, cable, decorative lighting or bunting shall thereafter only be erected in accordance with the approved details and terms and conditions of the licence.d) The banner, cable, decorative lighting or bunting shall not be erected more than one week before the event and shall be removed immediately afterwards, unless agreed otherwise by the Traffic Manager for seasonal events;e) Structural testing may be required in order to determine whether it will safely carry the imposed loads. This will be at the cost of the organisation requesting the advertisement although it may be arranged through the County Council.f) The banner, cable, decorative lighting or bunting shall not contain any advertising matter other than a direct reference to the event and no lettering shall be less than 150 millimetres [6"] in height;g) The banner, cable, decorative lighting or bunting shall only be for a local event.h) 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 by the Highway	

Authority and the cost recovered from the event organiser.

Supporting Information

Highways Act 1980

Version control

Highways & Transportation Committee – Agenda Item 3, 22.03.1974

Highways & Transportation Committee – Agenda Item 8, 30.03.1976

Date of last review:

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

PS 8/3	Obstructions on the Highway
<p>Purpose of Policy</p> <p>East Sussex County Council (ESCC) recognises the vital role played by the local highway network.</p> <p>The purpose of this policy is to control the obstruction of the highway so as to minimise the inconvenience and danger to users.</p> <p>In carrying out this policy ESCC will meet its statutory obligations and will also support the Council's Priorities, Local Transport Plan and Highway Service Outcomes.</p>	
<p>Policy Statement</p> <p>1. The Traffic Manager shall issue, where appropriate, statutory licences permitting the following obstructions:-</p> <p>[a] Temporary Building Works e.g. deposit of building materials, parking of builders' skips, erection of scaffolding/hoardings, etc;</p> <p>[b] Temporary Highway Obstructions e.g. private drain/sewer connections, etc [but see PS4/3 for Statutory Undertakers Works];</p> <p>[c] Permanent Highway Furniture e.g. roadside seats, bus shelters [see also PS4/23], etc;</p> <p>[d] Amenities on certain highways as provided for under Section 115 [a] to [k] of the Highways Act;</p> <p>2. A statutory notice shall be served, where appropriate, upon the owner of overhanging trees/hedges, projecting roots, etc, requiring removal of the obstruction. Subsequent action shall be taken, if necessary, to secure the removal.</p> <p>3. A statutory notice shall be served, where appropriate, 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 taken, if necessary, to secure the removal.</p> <p>4. Action shall be taken, where appropriate, to secure the removal of unauthorised obstructions, eg, posts, chains, stones, advertising boards, merchandise, etc, erected or placed by private individuals.</p>	
<p>Supporting Information</p> <p>The Highways Act, 1980</p> <p>New Roads and Street Works Act, 1991</p>	
<p>Version control</p> <p>Highways & Transportation Committee – 25 March 1975 Agenda Item 8</p> <p>Highways & Transportation – 30 March 1976 Agenda Item 8</p>	<p>Date of last review:</p>

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

PS 8/4	Permission to Trade on the Highway
<p>Purpose of Policy</p> <p>East Sussex County Council (ESCC) recognises the vital role played by the local highway network.</p> <p>The purpose of the policy is to set out how ESCC will permit and control the obstruction of purpose made footways and pedestrian areas by trading and similar activities in order to ensure their safety and useability.</p> <p>The policy applies to trading and similar activities, and the placing of advertisements other than those referred to in PS8/3. It does not apply to skips, scaffolding, building materials and catering booths in laybys which are covered by national legislation and PS8/3</p> <p>In carrying out this policy, ESCC will meet its statutory obligations and will also support the Council's Priorities, Local Transport Plan and Highway Service Outcomes.</p>	
<p>Policy Statement</p> <p>(a) The Traffic Manager is authorised to grant permits under Section 115(E) of the Highways Act 1980 where (i) applications have fulfilled the approved conditions and procedures (including payment of the current fee) and (ii) have not been opposed.</p> <p>(b) The Traffic Manager is authorised to delegate the necessary authority to Agent Authorities, in accordance with the Agency Agreement.</p> <p>(c) The Traffic Manager be authorised to deal with consultations by District Councils exercising their powers under Section 115(E) of the Highways Act 1980 and to give consent to the exercise of such powers.</p> <p>(d) The Chief Operating Officer be authorised to negotiate rents where the Highway Authority are the owners of the land.</p> <p>(e) The Lead Member for Transport and Environment is authorised to consider applications for permits under Section 115(E) of the Highways Act 1980 in those cases where there are objections or the Traffic Manager does not consider a permit should be granted.</p>	
<p>Supporting Information</p> <p>Highways Act, 1980 section 115</p>	
<p>Version control</p> <p>Highways & Transportation Committee, Agenda Item 9.3 – 18/09/1991</p>	<p>Date of last review:</p>

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

PS 8/5	Posts on Highway Verges
<p>Purpose of Policy</p> <p>East Sussex County Council (ESCC) recognises the vital role played by the local highway network.</p> <p>The purpose of the policy is to set out how the Council will regulate and permit posts on verges in order to ensure the safety of highway users and useability of verges</p> <p>In carrying out this policy, ESCC will meet its statutory obligations and will also support the Council's Priorities, Local Transport Plan and Highway Service Outcomes.</p>	
<p>Policy Statement</p> <ol style="list-style-type: none"> 1. The Traffic Manager may issue licences, under terms to be agreed, under which adjacent householders may place approved posts on a highway verge to prevent over-running by vehicles. 2. The Highway Authority will develop procedures to regulate the above, and set conditions concerning the granting of a licence. 3. The Traffic Manager is authorised to charge an administrative fee for the issuing of a licence. 4. Where permission has not been sought, the Traffic Manager is authorised to take appropriate action to remove any posts, bollards or obstacles already placed. 	
<p>Supporting Information</p> <p>The Highways Act, 1980 Well-managed Highway Infrastructure - A Code of Practice, UK Roads Liaison Group, 2016 PS 4/21 Control of Parking on Verges</p>	
<p>Version control</p> <p>Highways & Transportation Committee – 16 September 1992</p>	<p>Date of last review:</p>

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

PS 10/1	Street lighting
<p>Purpose of Policy</p> <p>East Sussex County Council (ESCC) recognises the vital role played by the local highway network.</p> <p>The purpose of this policy is to set out how the County Council will design, maintain and improve, where necessary, the standards of lighting throughout the County in the interests of road safety, to reduce the incidence of night crime and to enhance public safety and amenity.</p> <p>In carrying out this policy, ESCC will meet its statutory obligations and will also support the Council's Priorities, Local Transport Plan and Highway Service Outcomes.</p>	
<p>Policy Statement</p> <p>1. Design and Maintenance</p> <p>1.1. Routine maintenance works will be carried out in accordance with the agreed standards, as specified in the current contract.</p> <p>1.2. Design works will be carried out as laid down in the current issue of the British Standard Code of Practice for the design of Road Lighting [BS 5489] and in accordance with a locally developed lighting strategy.</p> <p>1.3. New lighting columns should be positioned wherever feasible at the rear of the footway and at the boundary of properties, or in the adjacent grass strip a minimum of 0.8m back from the kerb face on roads of 30mph or less. A minimum distance from the kerb face of 1.5m should be used where this is feasible on roads with a higher speed limit. Care should be taken to ensure that the lighting column does not obstruct the free passage of the visually impaired, push chairs, wheel chairs etc.</p> <p>1.4. Designs to be undertaken using equipment that has long term economic benefit. Designs should use a "white" light source (Colour Rendering Index >60) for all new schemes. LED solutions should be considered if appropriate.</p> <p>2. Conservation Areas</p> <p>2.1. A three to five year street lighting renewal programme shall be prepared so that its impact on conservation areas may be discussed with local authorities.</p> <p>2.2. All streets and areas, with the exception of the limited number of streets agreed as part of the Public Realm scheme, will be provided with standard functional lighting equipment. The street lighting in the Public Realm identified pilot streets will be maintained at the current standard (no further deterioration or improvement). In conservation areas street lighting columns will be painted in the appropriate local colour.</p> <p>2.3. The local Planning Authority shall be notified of proposed street lighting works in conservation areas, or areas of more than local importance, which cannot be specially funded by the Highway Authority, to determine if they wish to meet the additional costs of installing equipment to a different specification and its subsequent maintenance.</p>	

3. Adoption of lighting on new developments

- 3.1. Any proposed scheme under Section 38 and 278 of the Highway Act 1980 should be reviewed and consideration given to the inclusion of street lighting in any agreement.
- 3.2. For each development where street lighting is to be provided, the standard should be agreed by the Street Lighting Manager or his representative, taking into account the requirements of the local planning authority and parish/town council, and should be in accordance with the current British Standard and East Sussex Highways design specification.
- 3.3. Any lighting system and/or powered apparatus adopted by the Highway Authority must be inspected for compliance and suitability, prior to adoption, and will be added to the inventory for maintenance when approved for adoption.

4. Reduction in Street Lighting

Street lighting will be provided to operate as appropriate and will be installed in accordance with local requirements. Where it is appropriate to reduce street lighting the following options will be considered.

4.1. Part-night street lighting - Lights turned off from midnight to 0530 hrs in residential streets.

After carrying out a site assessment we may install part-night lighting controls in streets in residential areas (switching lights off between midnight and 5.30 am).

Once the changes in street lighting are introduced we will monitor the sites in conjunction with the emergency services and parish/town councils. This is to ensure that the introduction of part night lighting does not have any unanticipated adverse impacts. This process will identify if any further changes need to be made to the lighting.

4.2 Partial Street Lighting – Alternate street lights left switched on between midnight and 0530 hrs on specific distributor routes/estate feeder roads.

After carrying out site assessments we may decide that instead of converting all units to part-night lighting we will leave specific units switched on all night on some of the more important local distributor roads or estate feeder roads. These units will generally be located at conflict points such as junctions or crossings or if the current street lights are already widely spaced along the street.

4.3. Dimming of street lights – Light output reduced on traffic routes when traffic flows are lighter.

After carrying out a site assessment we may dim most of our brightest (higher wattage) lights on main traffic routes. Dimming to 50% light output between 0000hrs and 0600hrs is generally the most appropriate, although this may vary at some locations.

Dimming will only be carried out when traffic flows are low, when a lower level of lighting will have the least affect on road safety. Lights will generally not be dimmed in areas with above-average crime rates, at busy junctions or in town centres.

4.4. Street lighting switch-off - A small number of lights in rural areas may be permanently

switched off.

After carrying out a risk assessment, we may switch off some lights completely in rural areas or in other locations where there are no houses fronting onto the roads. Once switched off, the lights will be kept in place for approximately 3 years whilst monitoring is carried out to ensure there are no adverse impacts as a result of the changes.

Supporting Information

Highways Act, 1980

Well-managed Highway Infrastructure - A Code of Practice, UK Roads Liaison Group, 2016

British Standard Code of Practice for the design of Road Lighting [BS 5489]

Technical Report 22: Managing a Vital Asset: Lighting Supports, 2007, Institute of Lighting Professionals.

Public Realm Scheme pilot streets, Lead Member for Transport and Environment, 15 October 2007

Version control

Highways & Transportation Committee- 1/9/1976- Agenda Item 9

Highways & Transportation Committee 18/09/92 Agenda Item 9.2

Transport & Environment Lead Member- 27.02.12 Agenda Item 6

Date of last review: