

Appendix B – Rationale for proposed changes to policies and strategies

Policies / Strategies to be rescinded			
POLICY/STRATEGY and DESCRIPTION	LAST UPDATED	ISSUES and RECOMMENDATIONS	IMPACT OF POLICY CHANGE
<p>Highways Drainage Strategy 2015 – 2018</p> <p>The Highways Drainage Strategy was approved in readiness for the new Highways maintenance contract in 2016.</p>	<p>Lead Member Meeting – 19 October 2015</p>	<p>The Highways Drainage Strategy has been superseded by the updated Highways Drainage Policy, Highways Asset Management Plan and Drainage Plan. These Plans provide the desired short, medium and long term outcomes for the drainage asset.</p> <p>Recommendation: To rescind the strategy</p>	<p>No changes to current practice.</p>
<p>Transport Asset Management Plan (TAMP) – Chapter 6 Guidance Notes on SCRIM and Skidding Resistance</p>	<p>Lead Member Meeting – 26 March 2007</p>	<p>Chapter 6 of the Transport Asset Management Plan on skidding resistance has been superseded by a new Skid Resistance Policy and plan, which have been drafted in line with the most recent standards.</p> <p>Recommendation: To rescind Chapter 6 of the TAMP</p>	<p>No impact on the service delivery.</p>
<p>Transport Asset Management Plan (TAMP) – Chapter 2 section on carriageway and footway warning levels</p>	<p>Lead Member Meeting – 26 March 2007</p>	<p>The carriageway and footway warning levels details in Chapter 2 of the Transport Asset Management Plan were introduced to have a neutral impact on service delivery, but to assist with works programming. They are no longer considered relevant as East Sussex County Council now follows an asset management approach in determining highway maintenance priorities.</p> <p>Recommendation: To rescind the relevant section from Chapter 2 of the TAMP</p>	<p>No impact on the service delivery.</p>

Policy / Strategy to be updated			
POLICY / STRATEGY and DESCRIPTION	LAST UPDATED	ISSUES and RECOMMENDATIONS	IMPACT OF POLICY CHANGE
<p>Highway Asset Management Policy</p> <p>The policy was created to reflect the council's commitment to infrastructure asset management and to demonstrate how this approach aligns with the County Council's priorities.</p> <p>It is a prerequisite of the Department for Transport (DfT), which is also linked to funding, for authorities to have an externally published Highway Asset Management Policy.</p>	<p>Lead Member for Transport and Environment – 19 October 2015 Agenda item 8</p>	<p>1. The purpose of the policy is currently stated as: “<i>East Sussex County Council (ESCC) the vital role played by the local highway network in supporting the Council Plan 2014-2018 and the Local Transport Plan 2011-2026. ESCC considers an asset management approach to the maintenance of the highways network will support the achievement of the Council's visions, namely.</i>”</p> <p>It is recommended to replace this with a more succinct sentence: ‘East Sussex County Council considers that an asset management approach to the maintenance of the highway network will support the achievement of the Council Priorities and Local Transport Plan aims</p> <p>Recommendation: Update the purpose of the policy to make it more concise.</p> <p>2. The policy statement currently states: “<i>East Sussex County Council is committed to adopting the principles of asset management to ensure it has a highway network that meets the needs of its community, supports the changing requirements of businesses and local economic growth. By taking an asset management based approach, the right investment decisions will be made with the investment available, to maximise value for money, targeting resources and managing risks to maintain a highway environment that is safe and secure for its users.</i>”</p> <p>It is recommended that the policy statement be replaced with the following to better align with national guidance: “East Sussex County Council is committed to asset management as a means to deliver a more efficient and effective approach to management of highway infrastructure assets through longer term planning and ensuring that levels of service are defined and achievable for available budgets. It supports making the case for funding, for better communication with stakeholders, and facilitates a greater understanding of the</p>	<p>No impact on the service as the policy still reflects current legislation and best practice.</p>

		<p>contribution highway infrastructure assets make to economic growth and social well-being of local communities.”</p> <p>Recommendation: Update the policy statement to reflect best practice and legislation.</p> <p>3. The current policy contains a section ‘specific policies’ which detail how the asset management objectives align with the Council priorities. This section will be removed and the text will be transferred into the policy statement section of the updated policy (above) with no changes. Recommendation: To remove ‘specific policies’ as a section and transfer the text into the policy statement.</p>	
Highway Asset Management Strategy	Lead Member for Transport and Environment – 19 October 2015 Agenda item 8	<p>1. The Highways Asset Management Strategy 2015 - 2022 has been updated with the most recent figures available for 2018 and sections updated in line with current County Council approaches and DfT requirements and the Code of Practice 'Well-managed highway infrastructure'.</p> <p>Recommendation: To approve the updated strategy for 2018-2024.</p>	No impact on the service as the strategy still reflects current legislation and best practice.
Highway Drainage Policy	Lead Member for Transport and Environment – 18 April 2016 Agenda item 4	<p>1. The purpose of the policy is currently stated as: “<i>ESCC considers maintenance of the highway drainage system, including but not limited to: drains, linear drainage systems, gullies, chambers, catchpits, soakaways, outfalls associated pipework, ditches and grips, as a means of ensuring the drainage asset continues to function as intended</i>”.</p> <p>It is recommended that this statement be replaced with the following statement: “<i>ESCC is committed to ensuring that it has the best highway network for the investment available. A targeted approach to the maintenance of its drainage assets will endeavour to ensure that surface water on the highway is captured and discharged appropriately.</i>” This provides a clearer purpose of intent.</p> <p>Recommendation: Update the policy purpose to a clearer statement of intent.</p>	<p>Some gullies will now be cleansed at a minimum of every 36 months, the previous service level being every 24 months.</p> <p>This is due to a risk-based approach and modelling conducted by our contractor. Higher risk gullies will now be cleansed more frequently.</p>

2. The policy purpose currently lists the Council Priorities, Local Transport Plan and East Sussex Highway Service Outcomes. The statement would be clearer and more concise by removing these lists, as they can be found on the ESCC website and in the Asset Management Strategy.

Recommendation: Update the policy purpose by removing unnecessary wording that is available in other documents.

3. The policy statement is currently: *“Drainage assets will be inspected and cleansed using a risk based and targeted approach as determined by recorded silt levels. This approach will be applied to whole sections of road, rather than individual assets, ensuring maximum operational efficiency and effectiveness”*.

This will be replaced with the following new policy statement:

1. Highway drainage assets will be maintained through a risk based approach and the maintenance regime will, at a minimum, be reviewed annually.
2. All highway gullies and catchpits will be inspected and cleaned at frequencies determined according to known historical records of silt levels and local intelligence about flood risk. These frequencies shall be detailed in the highway drainage management plan. Where the inspection or cleaning has not been successful, the reasons for failure shall be recorded and remedial action shall be made according to a risk-based approach as described in the highway drainage maintenance plan.
3. The performance of the highway drainage asset shall be monitored through drainage inspection records, safety inspection records and stakeholder contact to ensure that the asset is managed effectively. The highway drainage management plan will include measures to mitigate specific identified flood risks.
4. All other drainage assets will be maintained as specified in the highway drainage management plan.
5. Drainage assets are recorded in the drainage asset register and located using GPS coordinates. The register is linked to inspection records that provide the current condition of the asset, with the records required detailed in the current contract.
6. Where appropriate, an emergency response to reports of blocked drainage assets or standing water will be provided.’

Recommendation: Update the policy statement.

		<p>4. The current policy contains a section 'specific policies: 1.All highway drainage assets to be inspected no less than once every twenty-four months. 2.Where the gully or catchpit is silted and/or has a blocked outlet, it will be cleaned fully to the base of the gully / catchpit and the connection jetted up to 5 metres. 3.Drainage assets to be GPS mapped and condition noted including silt levels before and after inspection.4.Provision of an emergency response to reports of blocked drainage assets or standing water.</p> <p>It is recommended that this section is removed and information that remains current is transferred into the new policy statement above. Information that refers to operational matters will be removed.</p> <p>Recommendation: Remove 'specific policies' and transfer relevant information to the new policy.</p>	
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New policies			
POLICY and DESCRIPTION	LAST UPDATED	ISSUES and RECOMMENDATIONS	IMPACT OF POLICY CHANGE
<p>Highway Skid Resistance Policy</p> <p>The purpose of the policy is to set out the principles for how ESCC monitors and maintains skid resistance across the county. It provides evidence of the council's proactive approach to skid resistance management.</p>	N/A	<p>Effective maintenance of the highway network includes the requirement to monitor the skid resistance of the road surface and to take a proactive approach in order to maintain the skid resistance across the network to an appropriate standard.</p> <p>Recommendation: To approve the new policy.</p>	<p>There will be no impact on the service currently provided. The policy formalises the approach currently in place.</p>

