

Report to: Place Scrutiny Committee

Date of meeting: 18 March 2020

By: Director of Communities, Economy and Transport

Title: Report on Highways Historic Interest Street Furniture and Materials Policies and Procedures

Purpose: To inform the Committee on current policies and procedures and proposals for future arrangements for the consideration and treatment highways street furniture and materials of historic interest.

RECOMMENDATIONS: The Place Scrutiny Committee is recommended to:

- (1) consider the current policies and procedures; and**
 - (2) note and comment on the proposals for a new policy**
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1. Background Information

1.1. East Sussex has a wealth of attractive and historic towns and villages which contribute to the overall character and distinctiveness of the county. The County Council recognises the importance of these areas and the impact maintenance of the local highway network can have on the character of conservation areas and the street scene. However, its statutory duty of maintaining a safe and usable network must be the priority when considering maintenance against the available funding.

1.2. East Sussex highway policies have been developed with reference to national legislation and guidance on best practice. A list of these key documents can be found in Appendix 1.

1.3. Under the Planning (Listed Buildings and Conservation Areas) Act, some structures and the materials on some streets (e.g. some of the cobblestones in Rye), have been granted special status as listed buildings.

2. Current Policies

2.1. In April 2006, the Lead Member for Transport and Environment considered a report on a consultation with District and Borough Councils regarding maintenance of the public realm ([Lead Member report on Maintaining and Improving the Public Realm in East Sussex](#), April 2006). It was agreed to:

- Continue to work with the District and Borough Councils to identify sources of extra funding.
- Identify pilot areas informed by Local Area Transport Schemes and District and Borough councils.
- Investigate the feasibility of repairs to historic assets within conservation areas with appropriate materials.

2.2. A pilot study was carried out on 18 streets to investigate the feasibility and costs of using traditional or sympathetic materials. The cost was estimated at around £30,000 per year for the 18 streets. The study also concluded that the cost of a sympathetic replacement policy for footways and street lighting in all conservation areas would be around £765,000 per year.

2.3. This was reported to the Lead Member in October 2007 ([Lead Member report on Maintaining and Improving the Public Realm in East Sussex, October 2007](#)). A policy decision was made to carry out sympathetic repairs on footways and street lighting in the 18 streets used in the pilot study only as these streets were considered to be of more than local importance.

2.4. As a result, the following policies were developed:

Policy 7.3 Footway Materials (appendix 2)

- The policy states that black bituminous materials will be used for footways except on the 18 streets of more than local importance used in the pilot study. On these streets, non-standard materials would be used. It also sets out the process for engaging with local Planning Authorities on works to other footways in Conservation Areas and that they will be given the opportunity to fund or source funding for non-standard materials.

Policy 10.1 Street Lighting (appendix 3)

- The policy states that standard street lighting columns will be used except in the 18 streets of more than local importance where street lighting columns will be maintained in the current condition. Columns within designated conservation areas may be painted in an appropriate colour. In a similar way to the footway policy, the local Planning Authorities will be consulted and given the opportunity to make financial contributions for other non-standard columns.

2.5. Engagement with the Conservation Officers at the local Planning Authorities (District and Borough Councils and the South Downs National Park Authority) provides expert advice on local heritage assets and the environmental impact of schemes in their area.

2.6. Currently with exception of the 18 streets, consideration on maintenance of historic street furniture and materials are made based on safety and funding, but non-standard materials can be considered on a case by case basis if additional funding is available (either East Sussex County Council (ESCC) or a third party).

2.7. Where funding allows alternatives are considered. In the past this has included examples such as another local council taking over the responsibility for maintenance of decommissioned street lighting columns; funding embellishments to make new lighting columns look more traditional; moving historic assets from one area to another area where they are considered to have a more important contribution to the street scene.

3. Revised approach

3.1. In 2018, meetings were held with all Conservation Officers to discuss the approach to highway works in Conservation Areas. Following feedback, a protocol was drawn up for future engagement. It clarifies how all teams within the Communities, Economy and Transport Department work with local Planning Authorities on highway related matters.

3.2 A copy of the Protocol on Highway Works in Conservation Areas is included in appendix 4

- This protocol details the processes for engagement with Planning Authority Conservation Officers about highway works.
- Since 2018 we have been engaging with the Conservation Officers on proposed schemes for all highway works in all parts of the county, not just those on footways and street lights in Conservation Areas to provide an opportunity to highlight any area of local significant importance. This gives the Conservation Officers the opportunity to let ESCC know of any particular items of interest in these streets and to work with ESCC on options for affordable maintenance and look for additional funding if applicable.

3.3. Engagement does not occur directly with local interest groups or residents (e.g. Friends of Lewes), but the Conservation Officers often liaise with these groups where relevant. This ensures a joined up approach.

4. Supporting Information for Revision of Policies

4.1. The current approach outlined above specifically focuses limited resources on the 18 pilot streets that were deemed to be of more than local importance in 2007. However, these may no longer represent the priorities of local communities and planning authorities, for example, Keere Street in Lewes a well-known historic street with cobbled material is not included within the 18 streets.

4.2. A review has recently been carried out on current policies and procedures. It has taken into consideration best practice recommendations and feedback from stakeholders including Conservation Officers and Highway teams.

4.3. All stakeholders support increased collaboration with interested parties working together to develop creative solutions to target those areas, and those assets, which will benefit most from limited funds.

4.4. It is recognised that not all assets on a given street will contribute equally to the character of an area or have the same priority in terms of conservation. It is also recognised that it is often the wider streetscape that determines the character of an area and that focusing all resources on a small number of streets may be detrimental.

4.5. Where resources are limited, it is considered that a more flexible policy would better meet the recommendations with maintenance decisions made on a case by case basis.

4.6. A new conservation policy is being drafted to set out the approach to management of all highway assets of particular historical interest as well as highway assets within the Conservation Areas. It will be submitted to the Lead Member for Transport and Environment on 20 May 2020. It includes:

- Preserving and re-using materials where appropriate.
- Considering the conservation value of all assets within conservation areas, not just street lights and footways.
- Making decisions on the materials used for all highway assets in Conservation Areas on a case by case basis instead of automatically focusing all resources on the 18 pilot study streets.
- Working more closely with local planning authorities regarding priorities.
- Using the Conservation Officer's local knowledge to help inform and to find solutions that make the best use of limited resources.
- Continuing to provide opportunities for local planning authorities and communities to provide additional funding for the use and subsequent maintenance of non-standard materials.

5. Conclusions and Recommendations

5.1. The County Council has policies and procedures in place, including a system for engagement, to ensure the preservation of historic assets where possible. However, ensuring the safety and use of the highway network is a statutory duty and must take priority where funding is limited.

5.2. The Scrutiny Committee is asked to note and comment on the proposals for a new policy which is intended to allow for a more holistic and flexible approach to conservation, targeting those areas and assets which will benefit most from limited funds and provide the opportunity to secure additional funding where applicable.

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LOCAL MEMBERS

All

BACKGROUND DOCUMENTS

None

Appendix 1

Guidance/Legislation

Recommendations

<p>Well Managed Highway Infrastructure Code of Practice – 2016, UK Roads Liaison Group</p>	<p>RECOMMENDATION 33 – CONSISTENCY WITH CHARACTER</p> <p>Determination of materials, products and treatments for the highway network should take into account the character of the area as well as factoring in whole life costing and sustainability. The materials, products and treatments used for highway maintenance should meet requirements for effectiveness and durability.</p> <p>RECOMMENDATION 34 – HERITAGE ASSETS</p> <p>Authorities should identify a schedule of listed structures, ancient monuments and other relevant assets and work with relevant organisations to ensure that maintenance reflects planning requirements.</p>
<p>Streets for All, Advice for Highway and Public Realm Works in Historic Places, 2018</p>	<p>Encourages a coordinated approach by organisations and communities in order to maintain local distinctiveness.</p>
<p>The 1949 National Parks Act and the 1995 Environment Act</p>	<p>Parts of East Sussex fall within the South Downs National Park. The Act sets out the responsibilities and duties of all public organisations working in a National Park. The primary purposes of the National Park are to conserve and enhance the natural beauty, wildlife and cultural heritage of the area, and to promote opportunities for the understanding and enjoyment of the special qualities of the National Park by the public. Public bodies working in the National Park have a duty to have regard to these purposes.</p>
<p>The Planning (Listed Building and Conservation Areas) Act 1990</p>	<p>Requires each authority to compile a list of buildings of special interest, either historic or architectural. Listed building consent is required to demolish such a structure, or to alter or extend it in a manner affecting its architectural or historic interest.</p> <p>Some highways structures are listed including the cobbled surface of several streets within Rye town centre.</p> <p>The Act also provides for the protection of conservation areas that have special historical interest, but consent from the planning authority is not required for unlisted streets within Conservation Areas.</p>

Appendix 2 – Footway Policy

EAST SUSSEX COUNTY COUNCIL

LEAD MEMBER - TRANSPORT AND ENVIRONMENT POLICY SUMMARY

MAINTENANCE OF FOOTWAYS - MATERIALS	PS 7/3																					
<p><u>Purpose of Policy</u> To make maximum use of the financial resources available.</p>																						
<p><u>Specific Policies</u></p> <ol style="list-style-type: none"> 1. Footway maintenance shall be carried out in accordance with the standards as laid down in the Transport Asset Management Plan Maintenance Management Policy Documents. * 2. The budget for the reconstruction of footways shall be based upon the use of blacktop materials. 3. A three to five year reconstruction programme shall be drawn up so that it's impact on conservation areas can be discussed with the local Planning Authorities. 4. In conservation areas of more than local importance (see page 2), surface finishes other than black bituminous materials will generally be specified subject to <ol style="list-style-type: none"> (a) funds being available within the annual maintenance budget, or (b) the difference in whole life costing between the special surface and bituminous material being contributed by another source, e.g. District Council or Amenity Group or Local Residents. <p style="text-align: right;">/Continued overleaf</p> <p>* See Policy statement PS 7/1.</p>																						
<p><u>Supporting Statement</u></p> <p>Black bituminous material is by far the most economical form of footway surfacing. Special materials such as paving slabs, coloured concrete, paving bricks or blocks etc. are more costly to lay and maintain and are less capable of resisting the effects of vehicles mounting the footway.</p>																						
<p><u>References - Further Information</u></p> <table border="0"> <tr> <td>H&T Committee - 22 September 1981</td> <td>Agenda Item 8.25</td> <td>22.09.1981</td> </tr> <tr> <td>H&T Committee - 13 December 1983</td> <td>Agenda Item 6.27</td> <td>13.12.1983</td> </tr> <tr> <td>H&T Committee - 20 March 1984</td> <td>Agenda Item 8.25</td> <td>20.03.1984</td> </tr> <tr> <td>T&E Committee - 03 June 1997</td> <td>Agenda Item 11</td> <td>03.06.1997</td> </tr> <tr> <td>T&E Committee - 10 March 1998</td> <td>Agenda Item 6</td> <td>10.03.1998</td> </tr> <tr> <td>Lead Member Meeting – 26 March 2007</td> <td>Agenda Item 6</td> <td>26.03.2007</td> </tr> <tr> <td>Lead Member Meeting – 15 October 2007</td> <td>Agenda Item 14</td> <td>15.10.2007</td> </tr> </table>	H&T Committee - 22 September 1981	Agenda Item 8.25	22.09.1981	H&T Committee - 13 December 1983	Agenda Item 6.27	13.12.1983	H&T Committee - 20 March 1984	Agenda Item 8.25	20.03.1984	T&E Committee - 03 June 1997	Agenda Item 11	03.06.1997	T&E Committee - 10 March 1998	Agenda Item 6	10.03.1998	Lead Member Meeting – 26 March 2007	Agenda Item 6	26.03.2007	Lead Member Meeting – 15 October 2007	Agenda Item 14	15.10.2007	<p><u>Date of Approval</u></p>
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EAST SUSSEX COUNTY COUNCIL

LEAD MEMBER - TRANSPORT AND ENVIRONMENT
POLICY SUMMARY

MAINTENANCE OF FOOTWAYS – MATERIALS – CONT'D

PS 7/3

Specific Policies (continued)

5. The Local Planning Authority shall define which streets in their areas are in the conservation areas of more than local importance and shall submit schedules of these to the County Council's Transport and Environment Department for consideration.
6. The Local Planning Authority shall be notified of proposed footway reconstruction in conservation areas which cannot be specifically funded by the Highway Authority to determine if they would wish to meet the additional costs of using a different surfacing material and its subsequent maintenance.

Conservation Areas of More than Local Importance

The following conservation areas of more than local importance were agreed at the Lead Member Meeting of the 15 October 2007:

<u>Borough/District</u>	<u>Streets within Pilot Area</u>
Eastbourne	- Meads Street
Hastings	- Norman Road, East Ascent, Maze Hill & Kenilworth Road
Lewes	- Western Rd (Irelands Lane to High Street), High Street (Western Rd to Friars Walk).
Wealden	- High Street, Alfriston
Rother	- Citadel Area of Rye taken to be the following streets:-Watchbell Street, Church Square, Mermaid Street, Market Street, West Street, East Street, Conduit Hill, East Cliff, High Street & The Mint

Appendix 3 – Street Lighting Policy

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

PS 10/1	Street lighting
Purpose of Policy <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>	
Policy Statement <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> <p>3. Adoption of lighting on new developments</p> <p>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.</p> <p>3.2. For each development where street lighting is to be provided, the standard should be agreed</p>	

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

Lead Member for Transport & Environment – 16.10.2017 Agenda Item 5

Date of last review:

Highway Works in Conservation Areas

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2. Background

East Sussex County Council recognise the important contribution that the streetscape can make to the character and appearance of conservation areas. We appreciate that this contribution can vary across conservation areas and that different approaches may be appropriate in different areas.

Highway infrastructure such as signs and lines can affect the character of an area in addition to the materials used in the street. In some areas there are historic materials which are of interest in their own right. In other areas there are relatively modern materials (such as concrete paving slabs) which, in some cases, are considered to contribute to the aesthetic character of an area although they do not have conservation value themselves. In other areas, standard materials may best meet the practical and aesthetic requirements.

Although we recognise the importance of the visual character of streets within conservation areas, East Sussex County Council is unable to replace like for like on all streets within these areas due to limited funding.

It should be noted that in 2007 it was estimated that repairing like for like in conservation areas would cost 90% of the entire budget for footway maintenance for the whole county and 70% of the entire street lighting budget.

Ensuring the safety of our highway network is a statutory duty and must take priority where funding is limited.

This document sets out the County Council's aims in order to make the best use of available funding and ensure a coordinated approach to maintaining the character of conservation areas.

3. Statutory duties

As a highway authority we have a statutory duty under section 41 of the **Highways Act, 1980** to keep the highway network available and safe for our customers.

Sections 61 and 62 of the **Environment Act, 1995** requires local authorities operating within the area of the National Parks to **have regard** to the purposes for which the National Park has been designated, namely:

'(a) conserving and enhancing the natural beauty, wildlife and cultural heritage of the areas specified in the next following subsection; and

(b) promoting opportunities for the understanding and enjoyment of the special qualities of those areas by the public.

...if it appears that there is a conflict between those purposes, shall attach greater weight to the purpose of conserving and enhancing the natural beauty, wildlife and cultural heritage'

The **National Park Authority** is required to

*'...seek to foster the economic and social well-being of local communities within the National Park, but without incurring significant expenditure in doing so, and shall for that purpose **co-operate** with local authorities and public bodies whose functions include the promotion of economic or social development within the area of the National Park.'*

The South Downs National Park Authority have produced a **best practice guide** to highway design, '**Roads in the South Downs National Park**', which sets out aspirations to preserve, enhance and reinforce the distinctive identity of the built and natural environment

'Through case studies and examples, the Guide identifies key issues and common problems, aiming to bring together a widely dispersed knowledge base to make best use of limited resources in working towards the objectives of the National Park.'

In response to these duties, aspirations and recommendations, this protocol establishes a method of engaging and working together with the National Park Authority as well as ensuring an understanding of local priorities so that best use of limited resources can be made.

4. Enhancement Schemes e.g. town centre enhancements

For enhancement schemes within conservation areas, the County Council's Strategic Economic Infrastructure Team will engage with the relevant Conservation Officers at an early stage in developing potential town centre enhancement projects. Further consultation will be carried out with Conservation Officers by Highways Teams as the design progresses.

We will ensure consideration is given to the long-term maintenance of any new projects and designs in Conservation Areas.

5. Maintenance Programmes

As part of our design process for large scale maintenance repairs, we will ensure that consideration of accessibility and minimisation of clutter is included in the design brief.

Our maintenance designs and proposed materials are considered according to their "Whole life Cost". It is not just the construction cost we assess but also the longevity of the materials and forecast maintenance cost.

Where District and Borough Councils have produced material design guides these will be shared with the Highways Design team so that preferred options can be assessed from the earliest stage of the design process.

Draft Maintenance programmes will be shared with the Conservation Officers for each area in order for feedback regarding any infrastructure or materials they deem sensitive and worthy of special consideration.

We will endeavour to approve requests that have a minimal cost and do not detract from functionality. Each case will be assessed collaboratively by all parties and on its individual merits, taking into consideration the wider context and will not establish a precedent for subsequent decisions.

In instances where the County Council are unable to fund non-standard materials, other Local Authorities will be given the opportunity to determine if they wish to meet the additional cost of materials and subsequent maintenance.

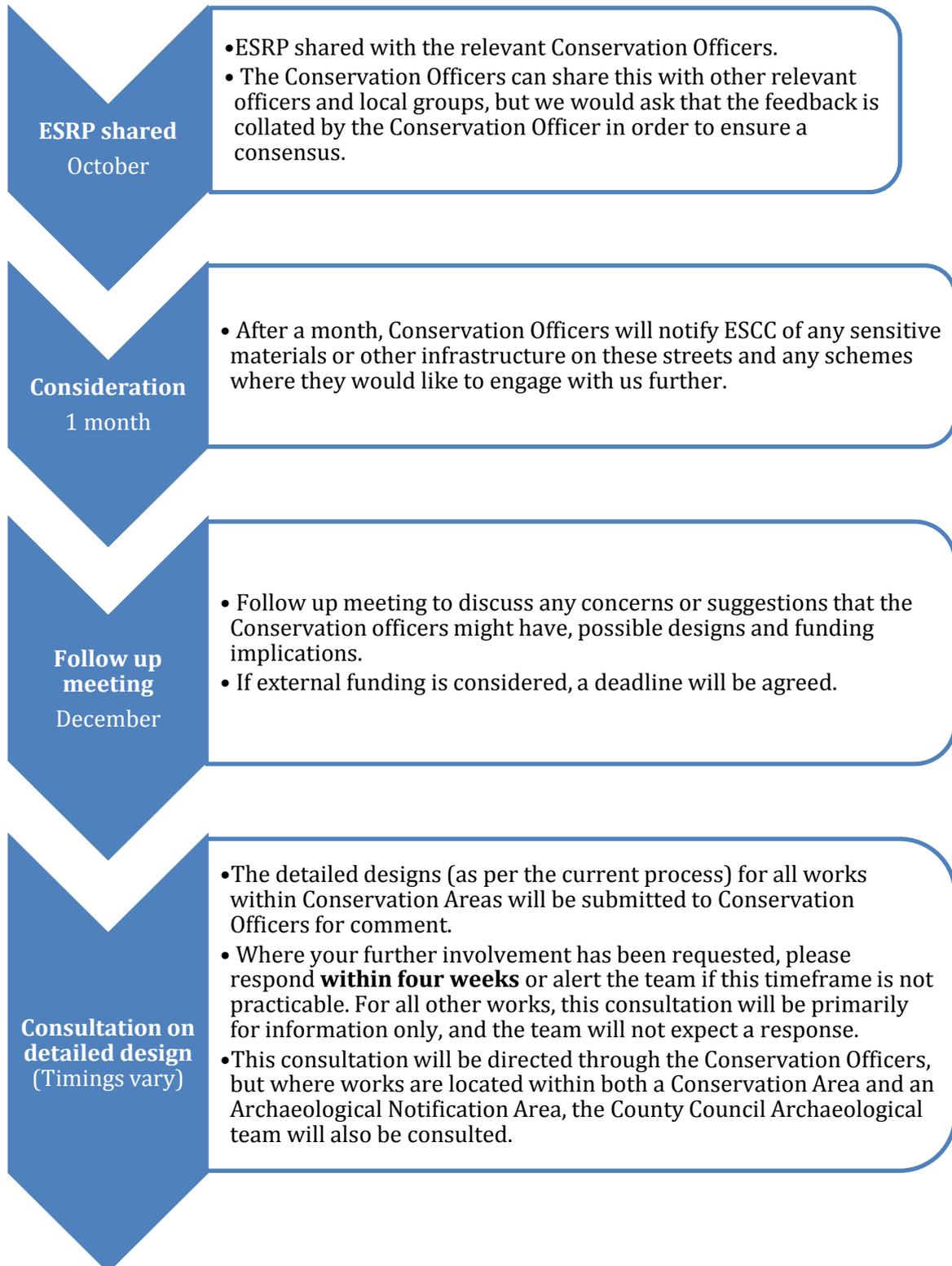
In some cases (where urgent repairs are not required for safety reasons), it may be possible for other Local Authorities, with support from the County Council if appropriate, to seek external funding.

Where external funding is being sought, we may be able to delay schemes in order to give sufficient time for the application process. A timeframe for this to take place will be provided.

Process for engagement and discussion of proposed schemes

We will share our draft list of upcoming maintenance schemes (the ESRP) with Conservation Officers.

This is a list of maintenance need for the following service year (starting in May) that will be passed to the Highways Contractor for design and costing. It should be noted that not all schemes on this list will be carried out and others may be added.



6. Minor repairs

We will preserve and reuse existing materials wherever possible. We will continue to improve our mapping system and carry out training with our repair teams to ensure they are fully aware of the importance of this, particularly within Conservation Areas.

Although minor repairs with modern materials can be more cost effective, we recognise that tarmac patching can look unsightly. Our Highway Stewards will note where there is excessive tarmac patching in Conservation areas so that they can be considered for future schemes where appropriate.

7. Highway Adoptions

There are very few developments that take place in Conservation Areas that require significant off site highway works. Most simply require alterations to, or a new access installed. In these cases we will specify sympathetic materials to match, as closely as possible, the existing materials, where feasible.

For any larger sites (that may for example require a new section of footway) we again look to the developer to use like for like materials, as much as possible. In addition we contact the Local Councillors and Town/Parish Council for comment prior to works commencing, implementing any suggestions where we can. We will also secure a commuted sum to cover the increased future maintenance costs of non-standard materials

8. Road Safety

Our Road Safety Team will contact the Conservation Officers regarding any proposed work to improve the safety of our highways within Conservation Areas. For example, new traffic calming schemes, pedestrian crossings, sign, lines style of bollards and posts etc. Although safety is our top priority, we will consider alternative suggestions where funding allows.

We will consider requests (such as a reduction in signage) from Conservation Officers where this does not compromise safety.

9. Yellow lines

Primrose yellow lines of a reduced width (as permitted under the British Standard) will be used within Conservation Areas.

10. Street lighting columns

In Conservation Areas, street lighting columns will be painted in an appropriate colour, if requested, to help them to blend in.

11. Enforcement

Utility companies have six months to carry out permanent repairs to the highway. The Highway Enforcement Team will check on the quality of all repairs in Conservation Areas at the end of the six months and take enforcement action where necessary.

It should be noted that it is not always possible for the utility company to find an exact match for existing materials. They are also often not able to buy non-standard materials in small quantities. Where they cannot find an exact match, we will ask them to submit suitable alternatives to us for approval.

12. Material Stocks

It is often not possible to buy small quantities of non-standard materials for use in minor repair work. Therefore maintaining stocks of non-standard materials can help to reduce the costs of maintenance and, in some cases, the time taken for permanent repairs to be made.

There is no capacity at the East Sussex Highway depots for stocks of materials. However if the District or Borough Councils can identify locations where materials can be stored these could potentially be used for:

- Minor repairs by highway teams and utility companies, which could potentially reduce patchiness.
- Storing materials removed from areas that are a lower priority for conservation to be reused in areas of higher importance.
- Potentially reducing the costs of larger scale repair schemes.

The fewer the different types of non-standard materials used in an area, the more cost effective they become. Creating a standard palette of materials to be used across an area is encouraged.

13. Communication

Please continue to report faults via the Highway Contact Centre.

The Service Development Team within the East Sussex Highways Contracts Management Group will provide a central point of contact for policy matters related to this protocol.

Where you are contacted directly by a specific team such as the Road Safety Team or Design Team please continue to respond direct to that team.

We will ask for feedback from the Conservation Officers on a regular basis and work to improve our processes wherever we can.