## Contents

<table>
<thead>
<tr>
<th>Section</th>
<th>Page</th>
</tr>
</thead>
<tbody>
<tr>
<td>Overview</td>
<td>3</td>
</tr>
<tr>
<td>Assets</td>
<td>4</td>
</tr>
<tr>
<td>Revenue Funding</td>
<td>6</td>
</tr>
<tr>
<td>Potholes</td>
<td>7</td>
</tr>
<tr>
<td>Capital Investment</td>
<td>9</td>
</tr>
<tr>
<td>Road Maintenance Types</td>
<td>11</td>
</tr>
<tr>
<td>Managing Public Utilities</td>
<td>15</td>
</tr>
<tr>
<td>Network Management</td>
<td>16</td>
</tr>
<tr>
<td>Winter Maintenance</td>
<td>17</td>
</tr>
<tr>
<td>Managing Highway Drainage</td>
<td>20</td>
</tr>
<tr>
<td>Highway Stewards</td>
<td>23</td>
</tr>
<tr>
<td>How You can Contact us</td>
<td>24</td>
</tr>
<tr>
<td>Website Guide</td>
<td>25</td>
</tr>
<tr>
<td>Other Teams</td>
<td>27</td>
</tr>
</tbody>
</table>
A guide to highways contains an overview of the service that is delivered by East Sussex Highways (ESH), a Joint Venture (JV) between Costain and Jacobs, managed by the East Sussex County Council (ESCC) Contracts Management Group, which commenced in May 2016.

This guide will focus on key issues and comments that tend to be raised by members of the public.

ESH recognise the importance of the Highway network. The highway infrastructure is vital to not only the economic growth of the county but to keep local communities safe and connected as promoted by our councils priorities. The local highway network is without doubt the most valuable publicly owned asset managed by East Sussex County Council (ESCC) with a total value of £8.58 billion (2017).

The Council is committed to having the best road condition for the investment available, and supports an asset management based approach for the maintenance of the highway network.
East Sussex County Council are responsible for:

- 231 miles of principal (A) roads, providing transport links within or between large urban areas
- 627 miles of non-principal (B&C) roads connecting towns and villages and feeding traffic between principal and smaller roads
- 483 bridges & 2 Tunnels
- 1239 miles unclassified, estate and rural roads
- 98,000 drains
- 55,000 individual trees
- 43,695 road signs
- 900 grit bins
- 40,000 safety bollards
East Sussex County Council are responsible for:

- 314 miles ditches
- 37,500 column and wall mounted street lights
- 47 miles of verge designated as Wildlife Verges
- 66 signal controlled junctions & 140 signal controlled crossings
- 1553 miles of road markings
- 2776 miles of vegetated verge & 22 miles of hedges
- 1542 miles of footways and cycleways
- 50 ornamental shrub sites.
- 239 retaining walls
Revenue Funding

What Is Revenue Funding?
Revenue funding comes from Council tax, business rates and Government grants.

What Is Revenue Funding Used for?
We use revenue funding for any safety issue such as:
- Blocked Drains
- Potholes
- Missing Road lines

Typically we repair 30,000 safety defects at a fixed cost of £1.5m per year.

Council Tax and business rates provide £26 per household/business per year for roads maintenance

A pothole of around 0.5m x 0.5m typically costs £50 to repair.
## Potholes

**“I reported an issue on your website but you said it wasn’t intervention level, what does that mean?”**

Intervention levels are determined by the risk the issue poses i.e. deeper potholes on main roads are priorities. Intervention levels allow us to focus our resources on the most immediate issues affecting safety.

For potholes they are:

<table>
<thead>
<tr>
<th>Category</th>
<th>Condition</th>
<th>Repair Time</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Category 1</strong></td>
<td>Greater than 100mm and at least 300mm wide in all directions</td>
<td>Made Safe within 2 hours</td>
</tr>
<tr>
<td><strong>Category 2</strong></td>
<td>Greater than 60mm and less than 99mm deep and at least 300mm in all directions</td>
<td>Repaired within 5 days</td>
</tr>
<tr>
<td><strong>Category 3</strong></td>
<td>Greater than 40mm and less than 59mm deep and at least 300mm in all directions</td>
<td>Repaired within 28 days</td>
</tr>
</tbody>
</table>

**“Why did you fill in that pothole but not the one right next to it? Surely that would be more cost effective?”**

Intervention levels are not determined by the contractor or officers. Elected Members set the policy that determines the intervention levels we work to.

Repairing all potholes at the same time regardless of whether they are an immediate safety issue or not would require considerably more resources and money. Reactive maintenance is expensive compared to planned maintenance and it does not provide best value for money. Repairing roads by the pothole method costs the equivalent of £200 per square metre. Resurfacing a road costs around £30 per square metre.
Potholes

Pothole Repair Methods

There are different methods for repairing potholes depending on circumstance, our preferred approach is to cut it out and fill with hot tarmac. However, sometimes we may use other cold products that do not require us to cut out the pothole. These are quick to use at sites where working on the highway can be very disruptive as they can be completed in less than 15 minutes.

Cut out and Fill

For this method our gang will cut a rectangle around the border of the pothole a few inches from the edge. Then remove the debris from in and around the pothole. They will next seal the edges and bottom and fill the hole with hot tarmac, spread it and tamp down with a vibrating ‘whacker’.

Cold Products

These products are much quicker and can be used in any weather with virtually no tools. They are specially designed to ‘set’ quickly and be a permanent repair. They require water to be added to activate the material.

The gang will clean the hole to remove loose material, add water to the hole, pour a bag of the proprietary material in and then shape the edges. This is then either driven over or tamped level by hand to provide a flat surface. Vibration ‘whacking’ does not work on these materials.

The benefits of using these products are that they can be used in any weather even when potholes are filled with water, they are safer for the workforce and there is no waste. This method has allowed us to repair more potholes, faster and keeping a high quality standard.
Capital Investment

What Is Capital Investment?

Capital investment is the money borrowed by the Council or from government grant to invest in the road network. This form of funding can only be spent on assets to replace worn out elements to return them to new condition such as renewing the surface of the carriageway and replacing parts of highway infrastructure. This money cannot be used to fill potholes but can be used to prevent potholes by resurfacing for example.

What do we consider when we choose to improve an asset?

Each year we survey a percentage of the highway network to measure its condition. The data from the surveys allows us to RAG rate (red, amber & green) the highway surface condition against a range of criteria; the surveys do not measure structural condition but makes assumptions on this based upon the surface. The surveys allow us to rate the road condition on each road length and sections within a road. This is called the Road Condition Index (RCI).

We also survey the whole highway network for skid resistance. It allows us to determine the appropriate use of high friction surfaces.

The asset approach to road repair

In line with national best practice our approach to maintenance has been informed by lifecycle modelling. The model has enabled ESCC to see the effect of different maintenance, performance and investment scenarios at a network level. This gives confidence that we are getting the maximum return on investment from our limited financial resources.

We also consider data and information collected by highway stewards as a result of safety inspections and stakeholder contact.
Capital Investment

“You Just Surface Dressed that Road, but this Road is Worse!”

The diagram below demonstrates the benefit of focusing maintenance on amber roads (roads in the middle category) rather than our worst roads (red roads) due to the cost difference in treating amber over red roads; i.e. lower cost = higher coverage. The diagram shows that an asset deteriorates from first construction throughout its life. Early intervention costs less to return to “as new” condition (green roads), than waiting for an asset to fail and replace in its entirety.

Lifecycle modelling has demonstrated that investment in amber condition roads will mitigate the decline of these roads into red condition. The modelling demonstrated that the decline will happen at a greater rate than red roads can be repaired. This investment offers good value for money.

Maintenance is therefore targeted into preventative and reconstructive packages and not reconstruction, therefore works may take place on road sections in better condition to others.
We use various different types of road maintenance techniques, and our experienced highway engineers select the most appropriate and cost effective technique to suit the circumstances.

**Planned, preventative maintenance** protects extend the life of roads by sealing the surface and protecting it from damage caused by water and UV light. Preventative maintenance usually involves no replacement of material unless minor repairs are required.

**Intervention maintenance** treatments are required if the surface of the road has deteriorated beyond preventative treatments but the base below is still in good condition. We remove the surface layer and replace with new.

**Structural maintenance** is required if the road base has broken-down and requires replacement of more than the surface layers. We would excavate the area and reconstruct it in layers.

55% of our roads are rural lanes and estate roads. Most of our rural lanes are not built like modern roads, they have evolved over time from ‘unmade’ tracks but have later been surfaced with tarmac.
Road Maintenance Types

Micro Asphalt - Preventative

A cold-applied thin bituminous surface course incorporating bitumen emulsion and fine graded aggregate with fillers, Micro-surfacing incorporates a polymer modified bitumen emulsion and is often a two-coat application and can be laid mechanically or manually to a maximum dried film thickness of 15mm. A Micro Surface restores surface texture and improves skid resistance, prevents ingress of water into the road structure, seals and preserves existing surfaces and has the ability to reshape and re-profile existing surfaces.

Crack sealing and joint repair - Preventative

Crack sealing and joint repair help to maintain a road surface in a safe and serviceable condition and extend life. Left untreated, cracks and open joints in the road allow water ingress which will create further damage and ultimately shorten the life of the road surface. Timely intervention using crack sealing and joint repair systems can both seal the surface against the ingress of water and reinstate the surface profile, skid resistance and texture depth to acceptable levels.

Surface Dressing - Preventative

Liquid bitumen is sprayed onto the road surface to seal it and provide a binder for the stone chippings spread on top that provide the running surface and enhanced skid resistance. This is a low-cost, effective preventative treatment that, by timely intervention, prolongs the life of a road by up to 5 years by preventing water damage to the underlying structure.
Road Maintenance Types

Retexturing - Preventative

This is the mechanical reworking of a sound road surface to restore either skidding resistance, texture depth or both, achieved by roughening the worn surface. The surface levels of an area which have been retextured should remain the same as the surrounding surface. This can be done hydraulically by blasting water at the road surface or mechanically by different methods which involve impact cutting or milling.

Resurfacing - Intervention

As long as existing levels are suitable it is sometimes possible to apply a new surface course directly on top of the existing with minimal or no patching. We call this overlaying. This technique provides an greater thickness of bound surfacing and can be more cost effective. This is different to total replacement of the structure, and is typically done when there is only minor to modest damage to the existing road structure. Overlaying is often the first process considered when renovating a carriageway as this takes advantage of the materials already in place, strengthens the road and is the least disruptive.

Plane and Inlay - Intervention

If only the road surface has deteriorated beyond repair the surface layer can be mechanically removed (Planed), a tack coat is then applied before re-laying a hot bituminous material to create a new smoother and more durable road surface.
Road Maintenance Types

Structural Road Recycling

Structural Road Recycling restores a failed road by recycling and reusing the existing construction materials to construct a new road with strength and life expectancy that is equal to that of a traditionally designed and reconstructed road. The need to dispose of huge volumes of waste materials, import new aggregates and hot bituminous bound material is greatly reduced resulting in a lower carbon footprint and lower cost. The Structural Road Recycling process is also a convenient method of dealing with ‘tar’ residues in road construction, as the resultant recycled mix encapsulates the hazardous contaminants, rendering them harmless to the environment and avoids the need to remove them by excavation for disposal in a licensed hazardous waste facility.

Reconstruction - Structural

An expensive treatment and is used as a last resort when the road surface and underlying layers have deteriorated to an advanced stage. Repairs may involve a deep excavation, and replacement of the sub-base stone layer in addition to the upper bituminous layers.
Managing Public Utilities

New Roads and Streetworks Act (NRSWA) 1991

It is ESCC’s duty as the highway authority to coordinate all road works in the interest of safety, protection of our asset, and the expedient movement of traffic.

Under the New Roads & Street Works Act (NRSWA), utility companies have a right to place, repair and maintain their apparatus within the public highway.

Traffic Management Act (TMA) 2004

It is ESCC’s duty to coordinate highway activities so that congestion and disruption to communities and road users is minimised.

- East Sussex Highways coordinates all public utility activities on the highway network on behalf of ESCC.
- Prior to carrying out works on the network a utility company (or their contractor) must apply and pay for a permit to carry out works.
- Permit applications are reviewed to ensure there are no clashes with other planned works and works durations and timings are agreed.
Network Management

Licensing

The East Sussex Highways Licensing team deals with a variety of different licensing applications, all of which can be found on the website with the fee list.

Enforcement

East Sussex Highways Enforcement team become involved if there are unlicensed objects or works on the highway and if there is overgrown vegetation from Private Properties.

Private Overgrown Hedges and Trees

If an overgrown hedge or tree is causing a problem, the local Highway Steward will inspect the area and can arrange for the owner to cut it back if necessary. If we cannot get hold of the owner directly, we will write to them and ask them to carry out the work within two weeks.

The Steward will inspect the hedge again after two weeks to see whether it has been cut. If we haven't heard from the owner or they refuse to cut it back, then our enforcement team will investigate. If the owner still refuses following an enforcement notice, then we will arrange for cutting ourselves and ask the owner to pay.

If the tree or hedge is on private property but causing a problem for people using the road or pavement, we can issue a hedge cutting notice to the landowner. This requires the landowner to cut the overgrown vegetation back.

Anyone is legally entitled to prune back vegetation which overhangs their property boundary line as long as it does not have a significant effect on the tree or plant's health, safety or structure.
Winter Maintenance Season

The winter gritting season runs from 1st October until 30th April. Throughout this period our team are on standby 24hrs a day.

We have a fleet of 23 gritters and 2 spares and 48 fully trained gritter drivers. A vehicle tracking system is installed in each gritter so that we can track the progress of our winter maintenance operations at all times. There are also 27 local farmers and contractors on call with snow ploughs to assist during periods of heavy snow fall.

In preparation for winter we stock approximately 10,000 tonnes of dry rock salt (not grit) which is stored at our 6 depots located in Ringmer, Sidley, Heathfield, Polegate, Cripps Corner and Maresfield. During snow fall we deliver hippo bags of salt to 51 agreed sites across the County for local communities to self help.

All gritting decisions are published on social media, Twitter and Facebook, as soon as possible. These updates can also be seen on the homepage of the ESH website.

Each year during September we carry out Operation Snowdrop, which is a test run of all our gritting routes. This ensures we can get any overgrown hedges cut back, contact residents about parked cars that may be in the way, and ensure that all drivers are familiar with their routes.
Winter Maintenance

Gritting Routes

We spread salt on 778 miles of highway across the county on a typical cold/frosty night on what we call our Primary gritting routes, this includes all A and B roads and some C roads. C roads are prioritised as those leading to schools, hospitals, fire and police stations and railway stations.

Secondary routes (224 miles) are treated when snow or severe icy conditions are forecast. These routes include link roads into a village, hamlet, urban estate and main feeder roads. All gritting routes can be found on the ESH website.

Pavements

We don’t have the resources to routinely grit footpaths or pavements, instead we encourage residents to help themselves by clearing snow and ice from public areas near their properties.
Winter Maintenance

Deciding When to Grit

Our weather forecasters use the latest technology to predict when road surface temperatures will drop below freezing or snow will fall. We then use this information when deciding when we need to grit the roads.

We aim to spread salt on the roads before frost and ice are formed by freezing temperatures. Rain or snow can wash salt away, so we try to grit after rain has passed but before the road surface freezes. Where possible, we avoid the morning and evening rush hours – which is why people don’t often see our gritters in action; most of our gritting activity takes place in the small hours of the morning.

Gritting decisions are made at least once a day, sometimes more in colder weather and when conditions are likely to change.

We monitor weather conditions through the day, using our six weather stations (and cameras) across the County, located in Rye, Lewes, Willingdon, Golden Cross, Wych Cross and Mark Cross.

Be Prepared

Every year we encourage customers to ‘get ready for winter’ by preparing for winter by keeping up-to-date with weather forecasts and road conditions, ensuring their cars are ready for winter weather and that they have essentials with them such as de-icer, scraper and torch.

Checklists and information on the winter service have been updated on the ESH website.

Grit Bins

We currently have over 900 County owned grit bins. These are all filled with salt over the autumn in time for winter.

Parishes and residents’ associations can buy additional grit bins from us if requested.
Managing Highway Drainage

Drainage Network

East Sussex Highways is responsible for ensuring that rainfall flows away from road and pavement surfaces into the highway drainage system. The East Sussex highway drainage network consists of 98,000 roadside drainage gullies, connected by a system of pipes that eventually outfall into watercourses (rivers, streams, ditches and the sea). We know the location of all our gullies across the county, and we are currently building up our knowledge of the location of all other drainage assets across the county (including locations of all interconnecting pipes, manholes and outfalls).

Example Drainage Network
Managing Highway Drainage

Cyclical

To help prevent highway floods, we carry out regular cleansing of the gullies, and where necessary we clear the connecting pipework. Our drains are cleared on a cyclical basis, with silt sucked up from the gulley pot into our gully emptying vehicles for later disposal. Rather than clear all gullies the same number of times each year, we have optimised our gully emptying frequencies, more regularly emptying those gullies that often become blocked, and reducing frequencies at locations that do not tend to have any issues.

Blocked Drains

Quite often our drains become blocked by silt, debris or tree roots. Where this happens, our team will undertake clearance works utilising high pressure water jetting and root cutting equipment.

At known drainage ‘hot spots’ that regularly flood, we are undertaking a programme of detailed drainage investigation where we will use CCTV equipment to record images of the condition of the drainage pipework. The pictures below show a section of pipework that had become damaged due to tree roots breaking through the pipework and impeding water flow. Once the problem was identified, the pipe could then be cleared of the tree roots and re-lined, so that the drainage system could adequately function again.
Managing Highway Drainage

Broken Pipes

On some occasions, the drainage pipes will have broken completely. Where this is the case, we will replace the broken pipe with new sections.

Although we carry out regular drainage cleansing operations, when there are significant amounts of rainfall in a short time, the size of the drainage pipes do not always have sufficient capacity to take all of the water away immediately. Where this happens on a regular basis, we will look at improving the local drainage system by installing larger diameter drainage pipes.

Rural Drainage Systems

Given the rural nature of East Sussex, much of our drainage system relies upon ditches alongside the roads, which our drainage gullies feed into. Many of our ditches and pipes feed into ditches owned and maintained by local landowners, the County Council has a right to discharge highway surface water into them. Our team liaises directly with local land owners to ensure that ditches are correctly maintained.

We are also responsible for 505km of highway ditches across the county, and we have a cyclical programme of clearing and refurbishing them.
Highway Stewards

Highway Steward Role

There are twelve Highway Stewards, including three Senior Stewards, that cover the whole highway network in East Sussex with each one being responsible for their own geographical area.

The primary role of the steward is to carry out regular inspections to keep our available network safe for all our customers and to comply with our statutory duty under section 41 of The Highways Act 1980.

Dealing with customer enquiries that get logged by our Customer Contact Centre is an important part of the job; all enquiry details are sent through to the steward’s mobile tablet device and once inspected the proposed action is available immediately for our Customer Agents to respond back to the customer.

The stewards are often the first port of call for ESCC Members and Parish Councils and communicate regularly to help resolve any issues.

Highway Safety Inspections

We carry out regular safety inspections all year round which are walked or driven, with all roads inspected at least once a year. The inspection route is pre-defined and all assets within the highway boundary are checked against our repair intervention level criteria. Anything that exceeds these criteria is documented and raised for repair within set timescales. Sometimes we may only be able to make a defect safe. If this happens we will carry our a permanent repair within 28 days.

<table>
<thead>
<tr>
<th>Category</th>
<th>Defects</th>
<th>Response Time</th>
</tr>
</thead>
<tbody>
<tr>
<td>Category 1 Defects</td>
<td>(High Risk)</td>
<td>Attend, make safe or repair within 2 hours</td>
</tr>
<tr>
<td>Category 2 Defects</td>
<td>(Medium risk)</td>
<td>Attend, make safe or repair within 5 days</td>
</tr>
<tr>
<td>Category 3 Defects</td>
<td>(Low Risk)</td>
<td>Attend, make safe or repair within 28 days</td>
</tr>
</tbody>
</table>
How You can Contact Us

www.eastsussexhighways.com

The easiest way for the public to contact us is via our website, on here they can:

• Report a problem about anything on our network
• Find details of all our programmed works and any utility works being carried out on our network
• Find out more about what we do and the services we deliver including: Grass Cutting programmes, Highway Policies and an A-Z of all services.
• Find our application forms for highway licences, street works and wild life verges
• Sign up to our newsletter

All enquiries will be dealt with by our team of trained Customer Service Advisors and Customer Service Managers who will look into your request and update you within 10 working days.

0345 60 80 190

If there is something urgent they can always give us a call. Our phone lines are open between 8:30 - 5:00.

@eastsussexhighways

Live updates can be found on our Facebook page. Here we tell you about any upcoming works, gritting decisions and road closures.

@escroads

Live updates can also be found on our Twitter page. Here we also tell you about any upcoming works, gritting decisions and road closures.
Reporting a problem is now even easier, click the ‘Report a Problem’ image on the homepage to start.

**Step 1**
Simply select the location of the problem on the map by clicking on the map or searching the road name in the search bar.

**Step 2**
Provide further details as required on the problem, such as pothole size and detailed location.

**Step 3**
Provide personal details if an update on the problem is required, or report anonymously.

**Step 4 - Track a Problem**
You can track the status of a report by using the ‘Track a Problem’ feature (from the menu bar at the top of the home page).
By using the case reference number and email address used to report the issue, you can find out at what stage your case is at and whether the issue has been resolved.
All ESH and utility roadworks can be viewed via the ‘Roadworks’ section on the homepage.

You can search for roadworks on the roadworks.org map to see current and future planned works on the highway network from both ESH and utilities.

To view full details of specific works, click on the roadworks icon on the map. You can also view our programme of works for the year on our roadworks page. This includes road, footway, structures, drainage, street lighting and improvement schemes. This information is updated fortnightly.

ESH works starting within the next 2 – 4 weeks will be detailed further down the roadworks page. This will give information on diversion routes, dates, hours of works and access information for residents.
East Sussex Highways work alongside other East Sussex County Council teams to undertake highway works. We have provided information on these teams and what their responsibilities are on the following pages, this is summarised below.

**Rights of Way**

Manage the maintenance of footpaths, bridleways and byways.

**Transport Development Control**

Responsible for considering the transport implications of proposed new developments.

**Strategic Economic Infrastructure**

Responsible for new infrastructure.

**Road Safety**

Responsible for reviewing the safety of the network and advising if improvements should be made.
East Sussex has around 2,000 miles (3,218km) of footpaths, bridleways and byways, providing access to some of the most beautiful countryside in the County. The Rights of Way team manages these paths to ensure that they give safe and easy access for the public.

**Who maintains public rights of way?**

Maintenance of the public rights of way is the responsibility of both the County Council and landowners. You can find out more about responsibilities of stiles, gates, vegetation, animals and other aspects on the Rights of way page on the ESCC website.

**Rights of Way Map**

On the ESCC website we have created an interactive rights of way map which allows you to find out where you can walk and cycle in East Sussex. By searching a place name, road name or grid reference it will show show the footpaths, bridleways and byways in that location. You can also find out if there are any stiles, gates or bridges on the paths.
The Transport Development Control team are responsible for considering the transport implications of proposed new developments in the county. This function is exercised through commenting upon planning applications (including pre-application enquiries), Local Plans and Neighbourhood Plans. Often, the comments provided on development proposals lead to the need to implement improvements to the highway. Although these improvements are often undertaken by the relevant developer(s), the Transport Development Control team supervises these works to ensure that appropriate standards are met. The Transport Development Control team also hold, maintain, update and respond to enquiries relating to land that forms part of the public highway.

Further information on the team can be found on the Transport Development Control area of the Council’s website.

### Responsibilities

- Planning applications
- Road adoption
- Major Transport Projects
- Highway land information

### Highway Land Information Team

The Highway Land Information Team (HLIT) provide information about the public highway including:

- Information regarding Highway boundary issues
- CON29 Highway questions
- Information regarding proposed new roads or alterations to existing roads
- Information regarding road adoptions
- Information regarding private developments that may affect the public highway
- Provision of plans to show highway extent
The Strategic Economic Infrastructure team are responsible for the development and delivery of the [East Sussex Local Transport Plan](#) and its Implementation Plans. They also manage the capital programme of local transport improvements and engage with East Sussex Highways on the design and delivery of local transport schemes.

### Other areas of responsibility

- Development and delivery of major transport and economic infrastructure projects and pipeline programmes
- Engagement with Highways England on the strategic road network, the rail industry and aviation issues industries on local strategic priorities
- Input into the Local Enterprise Partnerships and development of major transport schemes and sustainable economic growth business cases
- Input into Transport for the South East (TfSE) sub-national transport body
- Lead on the Council’s approach to sustainable travel (walking and cycling) and future of mobility
- Provide transport policy/modelling advice to inform the development of their Local Plans for District and Borough’s
- Co-ordinate the identification of county council infrastructure required to support housing and employment growth in Borough/District Local Plans and to inform their Infrastructure Delivery Plans and the development of Community Infrastructure Levies
- Co-ordinate the County’s responses to Local and Neighbourhood Plans
- Co-ordinate the receipt and use of development contributions
- Carry out all types of transport related surveys as required by a range of transport work undertaken across by the department and by external clients.
Road Safety

Road safety identify points on the road network that are shown to have the greatest crash risk and would therefore benefit the most from interventions to reduce casualties. They carry out studies into crashes occurring on the county’s road network and then put in place a programme of works to address these crashes. The main focus is therefore aimed at sites that demonstrate a high level of crashes happening over a sustained period. They undertaken a review on crash sites on an annual basis with relatively small scale schemes being funded by the Road Safety Team and larger schemes referred to our Capital Programme for Transport Improvements. The interventions that are available to the Road Safety Team are strictly controlled by national legislation, design standards to ensure conformity across the whole road network and best practice borne out of experience and academic studies.

Responsibilities

- Speed limits
- Crash site identification and investigation
- Traffic movement prohibitions and restrictions
- Parking (in non-CPE areas)
- Traffic signs (regulatory/warning/advisory/direction/tourist)
- Road markings
- Road safety audit
- Strengthening local relationship meetings with local parish councils
- Internal driver training and minibus training
- School Crossing Patrols
- Driver diversion courses (on behalf of Sussex Police)
- Cycle training
- Road Safety Education (in conjunction with the Sussex Safer Roads Partnership)
- Community road safety