Guide to Highways









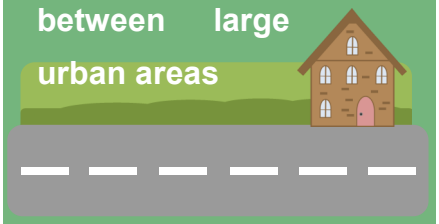

East Sussex Highways

Contents

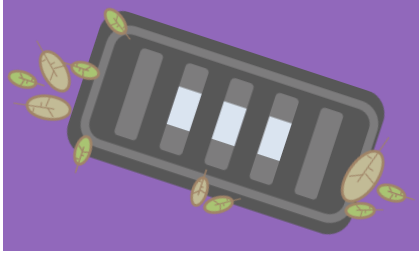
Assets

East Sussex County Council are responsible for:

231 miles of principal (A) roads, providing transport links within or between large urban areas



98,000 drains



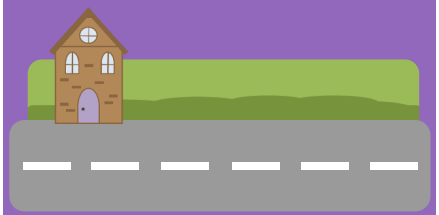
812 grit bins

514 bridges & 2 Tunnels

55,000 individual trees

627 miles of non-principal (B&C) roads connecting towns and villages and feeding traffic between principal and smaller roads

1239 miles unclassified, estate and rural roads



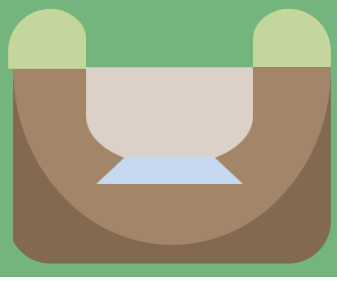
43,695 road signs

40,000 safety bollards

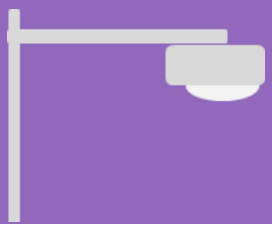
Assets

East Sussex County Council are responsible for:

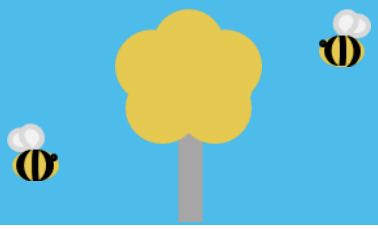
314 miles ditches



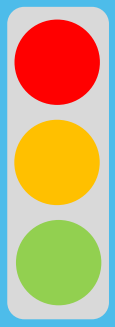
37,500 column and wall mounted street lights



65 miles of verge designated as Wildlife Verges



66 signal controlled junctions & 140 signal controlled crossings



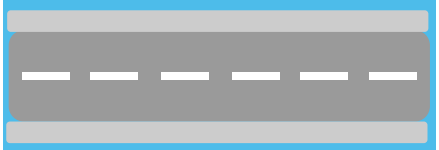
1553 miles of road markings

SLOW

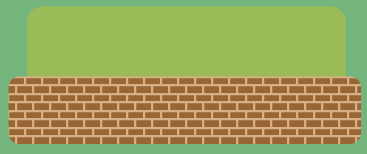
50 ornamental shrub sites.

2776 miles of vegetated verge & 22 miles of hedges

1542 miles of footways and cycleways



246 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

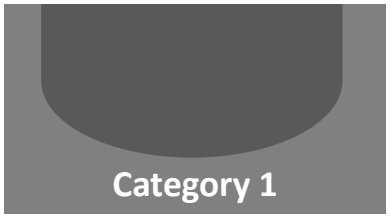
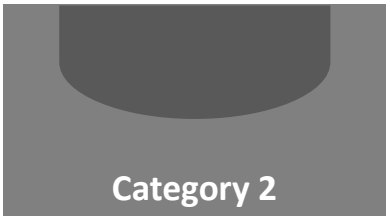
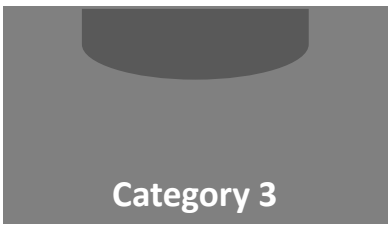
A pothole of around 0.5m x0.5m typically costs £50 to repair.

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:

 Category 1	**Greater than 100mm and at least 300mm wide in all directions** **Made Safe within 2 hours**
 Category 2	**Greater than 60mm and less than 99mm deep and at least 300mm in all directions** **Repaired within 5 days**
 Category 3	**Greater than 40mm and less than 59mm deep and at least 300mm in all directions** **Repaired within 28 days**

"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 at Cabinet and Lead Member committees set the policy that determines 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 the situation, our preferred approach is to cut it out and fill with hot tarmac. However, sometimes we may have to 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 product in and then shape the edges. This is then flattened. 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 and faster.

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 surveys assess the highway surface condition against a range of criteria and the results can be visualised as a RAG (Red, Amber, Green) map; the surveys do not measure structural condition but makes assumptions of it based upon the failures measured on the surface. The surveys output a measure of road condition over sections of a road which we report to DFT as RCI (Road Condition Index) scores, these also are the scores against which we are measured for performance.

We also survey the highest risk area of the network for skid resistance. We assess the results against investigatory levels and make improvements to road grip to increase safety where appropriate.

Capital Investment

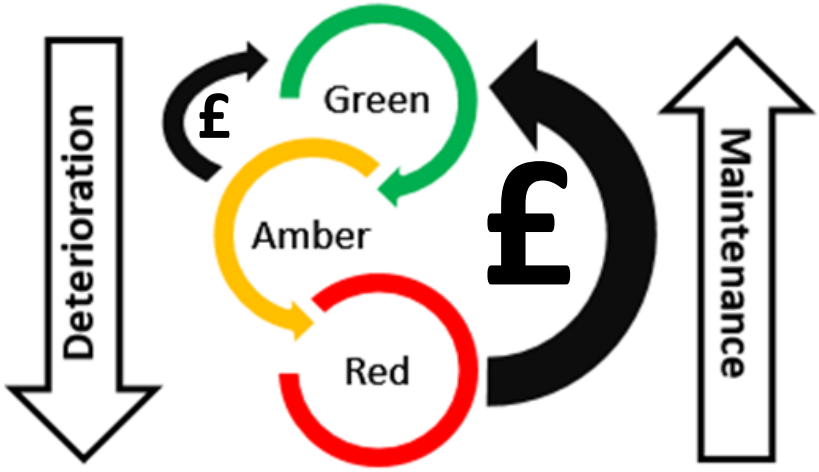
The asset approach to road repair

In line with national best practice our approach to maintenance follows an Asset Management approach which is outlined in the Highway Asset Management Policy, Strategy and Plans. Based on results from lifecycle modelling exercises we understand how much of the network would benefit from works and that our financial means cannot address the “backlog”. In order to maintain the network we know we have to treat some of our worst roads some of our medium condition roads and some of our good roads. The modelling 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 are able to prevent more of the network from falling into red condition through cheaper intervention work than we can repair those already failed.

We prioritise maintenance within Preventative and structural programmes based on the condition surveys, Road hierarchy and other factors aligned with our strategy which we assign weightings for within our pavement management system.

“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 carry out costly structural repairs.



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 .

Road Maintenance Types

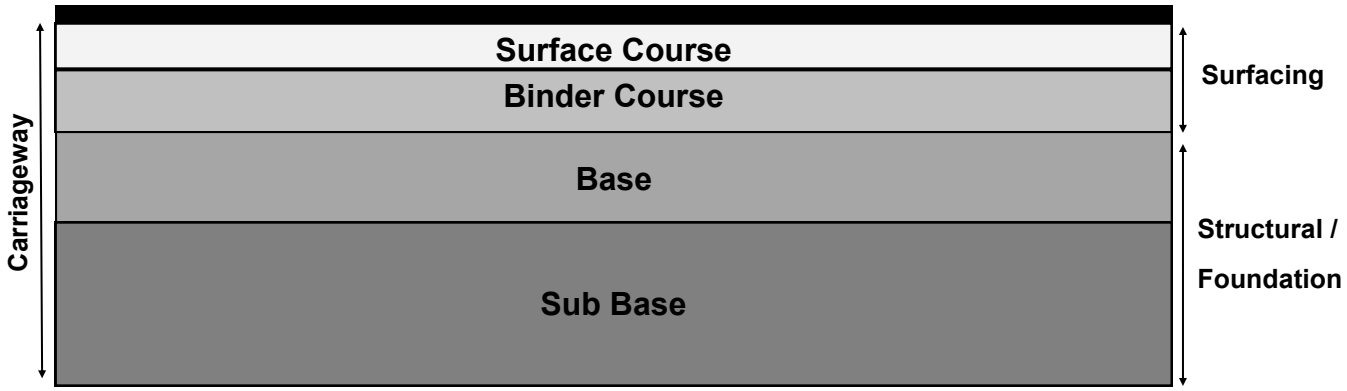
We use various different types of road maintenance techniques, and our experienced highway engineers select the most appropriate and cost-effective technique to suit the circumstances.

Planned, preventative maintenance will 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 needed in advance.

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 base layers in addition to the surface layers.

Diagram to show the make-up of a modern carriageway



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 asphalt.

Road Maintenance Types

Micro Asphalt - Preventative

A cold thin bituminous surface course is applied, often with two-coats and can be laid mechanically or manually to a maximum dried film thickness of 15mm. It 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.

Preservative – Preventative

Preservative is applied by a cold spray onto the surface. It provides a durable seal to prevent water ingress and slows down further oxidization of the road from water and UV light.

Preservative is best utilised as a preventative maintenance measure as part of a long-term asset management strategy, extending the operational life of the road and delaying the large costs of resurfacing and repair works.

Preservative is a cost-effective treatment to keep good roads in good condition for longer.

Surface Dressing - Preventative

Liquid bitumen is sprayed onto the road surface to seal it and provide a binder for stone chippings which are spread on top. This is a low-cost, effective preventative treatment that, by timely intervention, prolongs the life of a road by preventing water damage to the underlying structure.

Crack sealing and joint repair - Preventative

Cracks and open joints left untreated in the road allow water to get in which will create further damage and ultimately shorten the life of the road. Timely intervention using crack sealing and joint repair systems can both seal the surface against the ingress of water and reinstate the surface profile, extending the life of the

Road Maintenance Types

Retexturing – Restores skid resistance

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

Resurfacing - Intervention

This is where a new surface is applied directly on top of the existing, we call this an overlay. This technique provides a greater thickness of surface and is often more cost effective than replacing. It can only be done where there is no damage to the existing road structure and it is reasonably level.

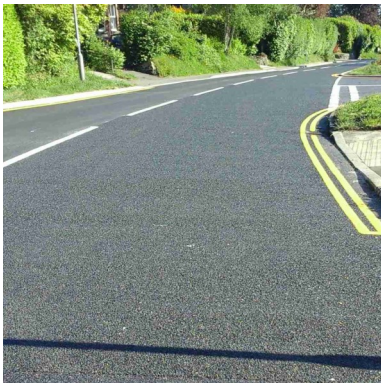
Overlaying is often the first process considered when surfacing a carriageway as this takes advantage of the materials already in place, strengthens the road and is the least disruptive.

Plane and Inlay - Intervention

If the road surface requires replacement and cannot be overlaid due to levels or condition 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 road surface.

Road Maintenance Types

Structural Road Recycling



Structural Road Recycling restores a failed road by recycling and reusing the existing road materials to construct a new road base with strength and life expectancy equal to that of a traditionally designed and reconstructed road. The need to dispose of huge volumes of waste materials and import new materials is greatly reduced resulting in a lower carbon footprint and lower cost.

It is also helps deal with ‘tar’ residues in road construction, as the mix captures the tar making it harmless to the environment and avoids the need to remove it by excavation for disposal in a licensed hazardous waste facility.

Reconstruction - Structural

This is 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 layers.

Quality Management

We understand that failure to deliver good quality works on the ground has a detrimental impact to our highway network.

Whilst East Sussex County Council do not pay for any sub-standard work to be put right, it is in everyone's best interests to ensure that high quality works are always delivered.

East Sussex Highways carry out between 250-300 schemes a year, including road resurfacing, bridge repairs and highway improvements. Each scheme is reviewed, inspected and certified complete when the work has been delivered in line with the standards defined in the highways contract and the individual job requirements.

Our 3 Quality Management Checks

Works gang supervisors carry out checks as the works progress to ensure that they are working to the agreed design and specification.

Our supervisors review schemes out on site at completion. If defective works are found they are repaired, if possible, whilst works are ongoing. This reduces the disruption to road users.

Operations Managers carry out regular site audits to monitor quality of workmanship and the Contractor Service Director and the ESCC Contract Manager carry out monthly joint audits on completed schemes to monitor quality.

Lessons Learnt

Any issues found are raised directly with the operational team involved and to ensure learning is captured.

'Lessons Learnt' reviews are also held to understand what went wrong, why it went wrong and identify improvement actions to prevent the same mistakes from happening again. These reviews also identify good practice and output from these meetings are shared with all relevant ESH team members.

Your Reports

When we receive a report from you there are four main stages it will go through.

Your report will be dealt with first 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.

Your report details will be sent through to the local highway steward's mobile tablet device, who will carry out an adhoc site visit. If the report meets our intervention levels, a defect will be raised.

The Customer Team will then update you with the local highway stewards findings.

If a repair is needed, this will be sent through to our scheduling team who will arrange a time for the repair inline with our repair timescales.

Local Highway Stewards

Local Highway Steward Role

We have twelve Local Highway Stewards each covering a specific area of the County.

The role of the Local Highway Steward is to carry out regular inspections of our network and arranging for any safety issues to be addressed by our operational teams.

Planned Safety Inspections

Throughout the year they will inspect all the roads in the County at least once, and depending on the environment of the road the frequency of these visits will be monthly, quarterly, six monthly or annually.

All highway assets are checked against our repair intervention level criteria. Anything that exceeds these criteria is documented and raised for repair within set timescales.

Defect timescales outlined below:

Category 1 Defects (High Risk)
Attend, make safe or repair within 2 hours

Category 2 Defects (Medium risk)
Attend, make safe or repair within 5 days

Category 3 Defects (Low Risk)
Attend, make safe or repair within 28 days

Temporary Repairs

We endeavour to fix all repairs first time, within 28 days. But there can be rare occasions when we do carry out temporary repairs.

This is because it is not possible to carry out a permanent repair straightaway.

This could be because:

- there is an underlying problem with the road surface which needs to be investigated;
- it is too wet or cold for permanent repair material to stick properly;
- the team need to close part of the road to carry out the repair safely;
- special materials need to be ordered to carry out the permanent repair; or
- there is a large scale repair scheme planned later in the year and it would make sense to carry out the permanent repair as part of this scheme.

In all cases, the team will make the area safe and return at a later date to complete a permanent repair.

You will be able to tell if it is a temporary repair as a 'T' or 'Temp' will be sprayed on the area.

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.

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 Enforcement Team 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 they will carry out further investigations. 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.

Managing Public Utilities

New Roads and Streetworks Act (NRSWA) 1991

It is our duty as the highway authority to coordinate all works carried out on the public highway in the interests of safety, to protect the structure and integrity of the street and to minimise inconvenience to those using it.

Under the New Roads & Street Works Act (NRSWA), utility companies have a right to place, repair and maintain their apparatus within the public highway but also have a duty to cooperate with us as the street authority.

Permit to Work

Prior to undertaking works on the public Highway, both utility companies and ESCC must apply for a permit to carry out the works.

Permit applications are reviewed to ensure there are no clashes with other planned works and to identify opportunities for collaboration between us and them, before works durations and timings are agreed.

Where possible utility works are undertaken before highway works.

Managing Public Utilities

How do we manage public utilities?

We hold quarterly co-ordination meetings with all public utilities to review planned utility and highway works to co-ordinate activities.

Regular performance review meetings are held with each utility company to discuss their performance and where necessary improvement plans are developed and actioned.

We also carry out inspections to ensure that utility companies are carrying out road works correctly, to the right quality and are using the correct materials to reinstate the highway surface.

We carry out random sample audits at 3 stages:

- Cat A – 10% inspected whilst works are in progress
- Cat B – 10% inspected within 6 months of completion
- Cat C – 10% inspected within the guarantee period (generally 2 years).
-

These inspections are all funded by the relevant utility company through their permit fees. Additional inspections are also carried out when we are alerted to a specific issue.

If defective works (or the wrong reinstatement materials) are identified through these inspections, the utility company will be issued with a financial penalty.

NRSWA Section 58 Notices prevents the road or footpath being excavated for planned works by utility companies for a period of 3 to 5 years. However, works classed as emergencies can still be carried out.

Winter Maintenance

Winter Maintenance Season

The winter gritting season runs from 1st October until 30th April. Our team is always on standby 24hrs a day.

We have a fleet of 23 gritters 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 24 local farmers and contractors on call with snow ploughs to assist during periods of heavy snow fall.

How do we prepare?

In preparation for winter we stock approximately 10,000 tonnes of dry rock salt (not grit) which is stored at our 5 depots located in Ringmer, Heathfield, Polegate, Cripps Corner and Maresfield.

Every year we encourage residents to ‘get ready 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, a scraper and a torch.

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

How do we decide 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 to decide when we will 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.

Throughout the winter period gritting decisions are a daily occurrence and depending on the weather we may decide to grit more than once.

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**
- **Mark Cross**

Winter Maintenance

What do we do when we grit?

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.

Grit Bins

We currently have 812 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.

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During snow fall we deliver hippo bags of salt to 51 agreed sites across the County for local communities to self help.

Managing Highway Drainage

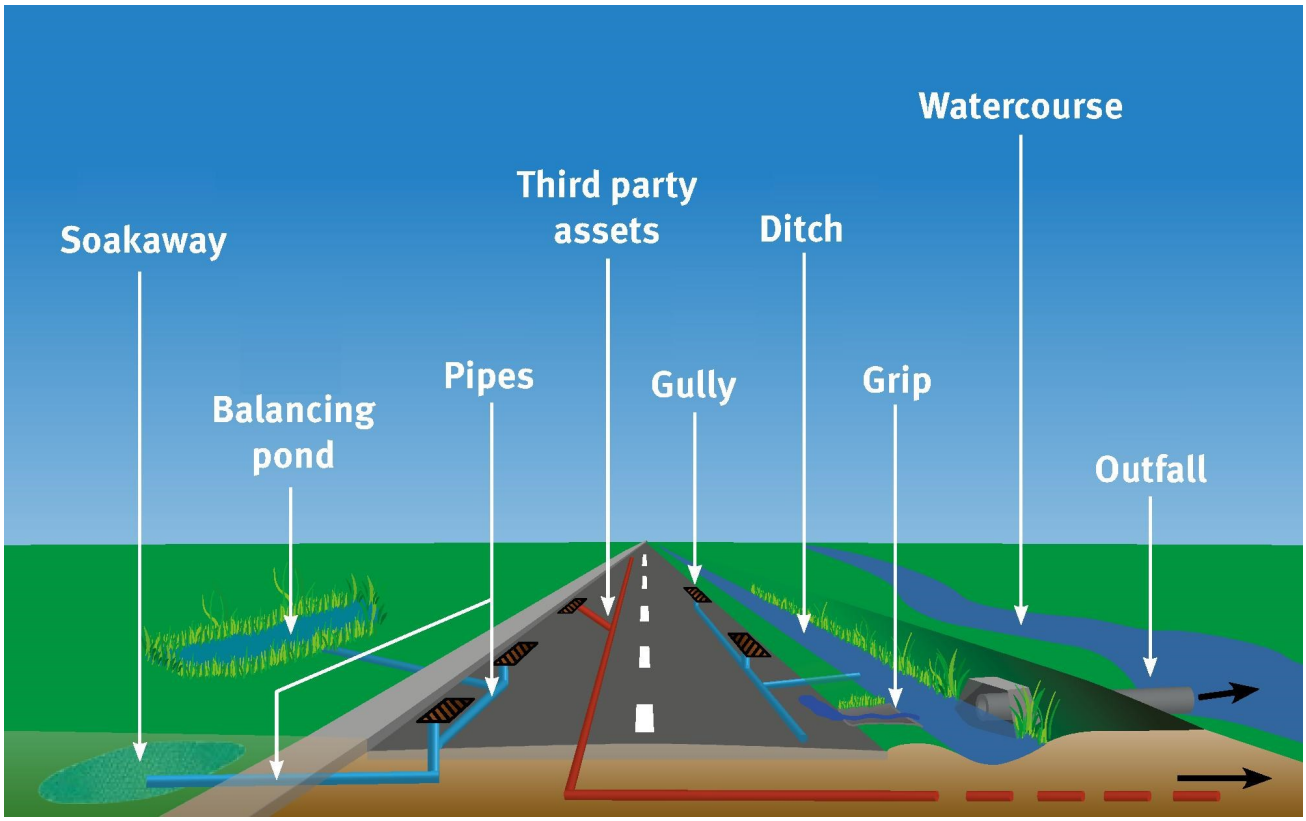
Our Drainage Network

We are responsible for ensuring that rainfall flows away from road and pavement surfaces into the highway drainage system.

Our drainage network consists of approximately 98,000 roadside drainage gullies, connected by a system of pipes that eventually outfall into watercourses (rivers, streams, ditches and the sea).

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

Regular Visits

To help prevent flooding, we carry out regular cleaning of the gullies, and where necessary we clear the connecting pipework.

Our drains are cleared on a regular 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 empty more regularly those which often become blocked, and reduce 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 his happens, our team will undertake clearance works using 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 to the right 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 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 wider 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.

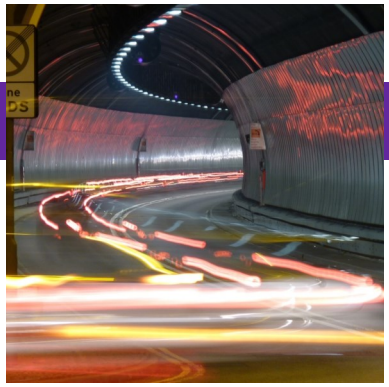
Many of our ditches and pipes feed into ditches owned and maintained by local landowners; the County Council has a right to discharge highway surface water into them.

Our team liaises directly with local landowners 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.

Environment and Sustainability

In 2019 ESCC declared a 'Climate Emergency', acknowledging that human activities are negatively impacting the environment around us. Alongside the declaration ESCC have created a 'Climate Emergency Action Plan' which includes a roadmap to being carbon neutral by 2050, and earlier if possible.



Carbon & Sustainability

Within ESH we have been working hard to reduce carbon emitted from our activities for some years now, and although we have made good progress, we have much more work to do. From the lighting of our offices and fuel used getting to work, to the materials used to maintain the highways, we have a wide variety of emission sources we need to tackle.

We are continuously changing the way in which we work. This may involve the trial and use of a new lower carbon technology or material, the rethinking of projects to less carbon intensive designs, or the development of sustainability action plans such as the one we've developed around staff commuting.

Waste & Materials

Same as any industry, our operations require materials to deliver our work, this may be fuel for travel to site or aggregates and bitumen for the reinstatement of our highways.

We are extremely conscientious of our material use as there is a strong connection to the amount of carbon we emit from our works. We always look to minimise material use and waste where possible through our design process, as well choosing lower carbon alternatives when we can such as recycled or re-used materials. We responsibly source any materials we use and will always obtain these through local suppliers whenever possible, reducing the risk of damaging the environment and transport requirements.

Where waste is unavoidable, we segregate this, making sure that when it is received at a local waste facility the highest possible volumes are recycled and re-used.

Environment and Sustainability

Environment and Biodiversity

We are very aware of the unique and special environment we have within our county, and are keen to not just protect, but also improve the area in which we operate.
All our works undergo an assessment by our environmental team to understand what impact we may have, and in every case we will look to avoid any unnecessary harm or damage and have strict controls in place to prevent this from happening.

Wildlife Verges

One way we support Biodiversity is through our wildlife verges programme. Roadside verges can provide a home for many important species of wildflowers, insects and other animals. We have a list of verges across the county that have been designated 'wildlife verges' because they are of particular importance for wildlife. Wildlife verges are often marked with a small yellow flower shaped marker.

To help protect these habitats for wildlife, we make sure that we do not, normally, cut these verges between 1 March and 31 August. This allows for the wildflowers to seed.
One of our verges contains 68% of the UK population of Spiked Rampion, protected under Schedule 8 of the 1981 Wildlife and Countryside Act.

Residents and Parish/Town Councils can apply for verges to become wildlife verges through out application process. Verges may be designated for supporting rare or vulnerable species or communities, important habitats, or simply because they are valued by the local community and allow people to have contact with the natural world, especially in urban areas.

Community and Social Value

Our teams pride themselves in keeping the local community and social value at the forefront of their minds. We carry out projects each year which benefit the local community. We also support local employment and skills initiatives. Below is some of what we do.

Strengthening Local Relationships

Stewards and Customer Service Managers regularly attend 'Strengthening Local Relationship' meetings (SLRs). These provide a great opportunity to build relations and discuss local issues with county and parish councillors. These meetings are available for all parishes to attend and the agenda is set by them, so that everything discussed is relevant to their locale. Stewards are also available to participate in site meetings, or local walk arounds with the respective Member and are often accompanied by members of the public to discuss specific or general issues relevant to the area.

Citizenship Days

We undertake voluntary work each year to support local communities. Previously we have worked with the Alfriston community, where we cleared brambles and overgrowth at a local park and children's play area.

Traffic Management for Community Events

Each year we arrange free traffic management for a variety of events. These have ranged from Lewes late night shopping, Firle 5K to Village days and Street Parties.

Apprentices

Each year we aim to deliver 8 construction/engineering apprenticeships and 4 graduate placements. Giving local people the opportunity to learn and grow with us.

Community and Social Value

Work Experience and School Engagement

We offer local schools the opportunity for their students to visit us and gain important work experience. We have previously worked with several schools including Kings Academy and Heathfield Community College.

Collaborating with Volunteers

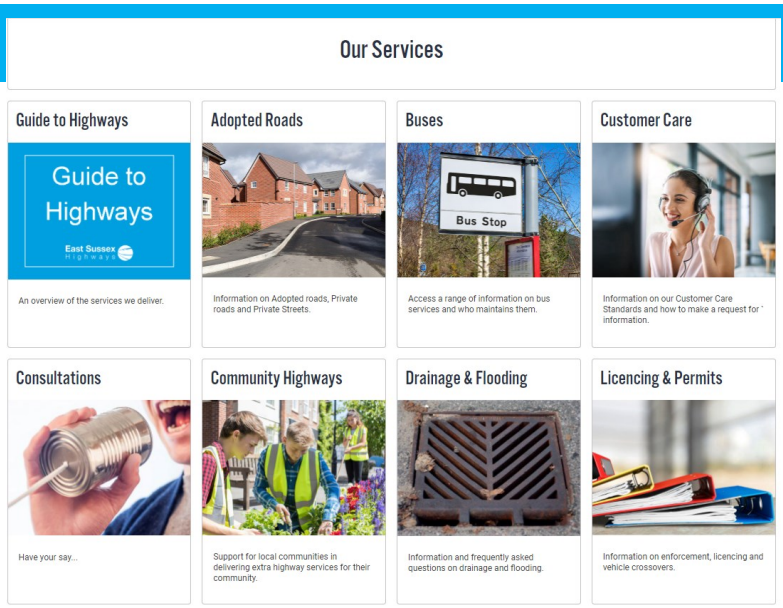
Through our Community Volunteering scheme we support local groups to undertake projects near the highway.

We recently collaborated with the Shinewater and North Langney Partnership to complete an art installation under the road bridge in Shinewater. We were able to support this project with planning applications, engagement with local supply chain partners and ensuring health and safety compliance across the project.

We have also worked with community groups to install a mural on Bexhill station footbridge.

How to get involved

Information on community highways and how you and your community groups can get involved can be found on our website.



How to 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

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.

@esccroads

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

Other Teams

East Sussex Highways work alongside other East Sussex County Council teams to undertake highway works.

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 to the geometry, speed or layout .