

ETE In Your Area

Nov / Dec 2011

Welcome – find out what’s happening on the roads in and around your area



Welcome to this edition of ETE In Your Area which is designed to provide you with more information about activities that East Sussex County Council’s Economy, Transport and Environment Department are planning in your area over the next couple of months. This newsletter will provide you with information on a variety of activities from ensuring the County’s roads and footpaths are maintained so that the thousands of vehicles and pedestrians using the road network every day can do so safely. This includes reactive, seasonal and planned maintenance activities and the maintenance of the bridges and structures including our Rights of Way and Bridleway networks.

The information is presented in [Lewes](#) to help you quickly find out what is going on in your own area.

We hope that you find this newsletter useful and would welcome any comments that you have.

The dates provided are based on current plans and while we try to keep to our schedule, in some cases dates may have to change. We will do our best to keep you updated with changes affecting your area.



Countywide

East Sussex Local Access Forum

Contact: Andrew Le Gresley, Team Manager, Rights of Way, 01273 335225

The East Sussex Local Access Forum will be meeting at 2pm on 7th December at the Turkey Barn Seven Sisters Country Park. The Forum advises on a range of issues concerning people using the countryside for recreation. More information, including agendas, minutes and meeting room details will be available here:

<http://www.eastsussex.gov.uk/leisureandtourism/countryside/rightsofway/localaccessforum/default.htm>

Winter Maintenance Policy

Contact: Tony Pike, Team Manager, Contracts and Asset Management, 01273 482130

Summary of policy 2011/12

Introduction

This document is a summary of the Winter Maintenance Service Policy¹. It provides a straightforward guide for reference by the general public.

Legal responsibilities

Section 111 of the Railways and Transport Act 2003 states that a Highway Authority must ensure, so far as is reasonable, that passage along a highway is not endangered by snow and ice. The purpose of the winter maintenance service is to ensure the safe movement of all highway users on designated roads throughout the county, while also keeping delays and accidents, caused by adverse weather conditions, to a minimum.


Weather monitoring

East Sussex has four weather monitoring stations located at Ashcombe, Golden Cross, Mark Cross and Guestling. These weather stations are equipped with sensors to monitor air and road surface temperatures, precipitation, humidity, road surface conditions, and residual salt on the road surface and wind speed. Information from each of the stations is retrieved and managed through a specialist bureau.

Weather forecast

A weather forecast provider supplies daily forecasts of the weather in East Sussex. The road forecast uses information from our four weather stations to provide a detailed weather forecast. This tells us if the road surfaces are likely to fall below





freezing during the next 24 hours and where we need to salt.

Roads that are routinely salted

Routine precautionary salting is carried out on pre-determined routes to help prevent the formation of ice. These routes are consistent with the principles of the Local Transport Plan and the Transport Asset Management Plan. We treat two types of roads:

Primary routes

These are roads that are normally salted during the course of a winter period as a priority. They consist of A and B roads and about 75% of the C roads, which are the most heavily used roads in the county. The normal salting routes cover 860 miles of road, or 42% of the total road network.

They would normally be treated when the following weather conditions are forecast:

- Snow.
- Road surface temperatures falling close to, or below, freezing where moisture may be present.

We only salt where it is considered necessary. Even on a cold day, the roads can retain enough heat to prevent the need for salting.

The roads are treated at different times of the day depending on the weather forecast. Wherever possible salting is planned to occur:

- after the evening rush hour, if the forecast indicates low overnight road surface temperatures; and
- before the morning rush hour, where low morning temperatures have been forecast.

Secondary roads

These roads are not normally salted unless snow or severe icy conditions are forecast. They tend to include those major bus routes not included in the primary routes, link roads into a village/hamlet/urban estate, and main feeder roads to local hospitals. The secondary salting routes currently cover 200 miles of road, representing an additional 10% of the total road network.

We do not routinely salt footpaths or pavements.

Gritter fleet and response times

There are 25 gritters available, which are used to salt both primary and secondary routes.

When primary routes need salting it takes an hour for the gritters to start work. This allows for the drivers to get to a depot, load the salt and refuel the vehicle. It will then take up to three hours to treat all of the roads within the primary routes.

When secondary routes need salting it takes 30 minutes for the gritters to be re-loaded and vehicle checks undertaken, before salting can re-commence. It will then take an additional 1½ hours to treat all of the secondary roads.

It takes approximately six hours to treat both primary and secondary routes².

Treatment during snowy conditions

Once primary and secondary routes are clear, operations can move to other roads with priority given to:

- hospitals, fire, ambulance and police stations;

- bus and railway stations and other public transport stations;
- main shopping areas, schools etc; and
- difficult sites (very steep hills etc).

Minor rural and urban roads will be left to thaw naturally.

Hand salting of pavements will only be carried out if staff and equipment become available. The pavements in main shopping areas and busy urban areas will be treated as a priority.

Using farmers during snow

The Council retains a list of farmers that are prepared to clear minor roads local to their farms during snowy conditions. They are provided with a Council owned snowplough which can be mounted onto tractors. They have been instructed to clear specific minor rural roads.

Roadside grit (salt) bins

These have been provided throughout the county, so that pedestrians and motorists can help themselves by salting small areas of road or pavement. It is current policy to only maintain the existing grit bins and new grit bins will not be provided³. However, new bins can be provided by recognised bodies such as parish councils or resident's associations⁴. The location of these bins would require written approval from the local Highways Office. (See Winter maintenance: provision of grit bins: ESH11.)

The Council inspects and fills all its grit bins during the autumn. If there is snow, the bins will only be re-filled if staff and equipment are available to undertake this work. The salt in the bin should be used very sparingly. Salt does not aid grip and is

supplied to assist in preventing the formation of ice and with the melting of snow, which will only occur after it has been churned by traffic. The salt is provided for use only on public roads and pavements, and should not be used or transported anywhere else. Grit bins will not be refilled on demand.

Self help

Householders and businesses in East Sussex are encouraged to clear snow and ice from public areas near their properties during periods of severe winter weather. They are also encouraged to assist neighbours' who may not be able to clear snow themselves. The following extract from a Ministry of Justice⁵ letter may be of interest to anyone who is concerned about their legal position

'The prospect of a person who volunteers to clear snow from a pavement being successfully sued for damages by a person who subsequently slips on the cleared area and is injured is very small.'

'A snow-cleaver does have a duty to anyone who passes along the pavement to do the clearing with reasonable care so as not to create a new and worse risk, but the only person who is at risk of being sued is a person who clears the snow so badly that things are worse than before and that common sense would indicate this was so. A job done very badly indeed which makes the pavement clearly more dangerous than before might give rise to a risk if a person who would not have slipped otherwise slips and is injured as a direct result of that more dangerous state of affairs.'



Facts and figures

Total road length	3200km (2000 miles)
Primary route length	1380km (860miles) or 42% of the road length
Secondary route length	208km (198 miles) or an additional 10%
Salt in storage at start of season	10,000 tonnes
Salt used to treat primary route	210 tonnes (light to medium application)
Salt used to treat secondary route	50 tonnes (light to medium application)
County Council revenue budget	£358.1 million
Band D Council Tax	£1,158.30
Winter maintenance revenue budget	£1.59 million or 0.45% of county revenue expenditure.
Band D council tax contribution	£5.14 per year, equivalent to 3p a day during the winter period.

Reference documents

1. Winter Service Policy and Plan 2011/12.
2. Meeting of the Lead Cabinet Member for Transport and Environment dated 4 February 2002 resolved to amend response and treatment times.
3. Meeting of the Transport and Environment Committee dated 30 September 1997 resolution on roads to be gritted and provision of grit bins.
4. East Sussex Highways – Fact Sheet ESH 11 – Provision of grit bins
5. Letter from Ministry of Justice to Nicholas Soames MP dated 28 February 2010.


Other useful documents


- i) Meeting of the Scrutiny Committee for Transport & Environment Scrutiny Committee of the 15 September 2009 and the Scrutiny Review of Winter Services in East Sussex.
- ii) East Sussex Highways – Fact Sheet ESH 04 - Winter road maintenance

Frequently Asked Questions

Why is my road not gritted?

We can't grit all roads, but we have a list of our primary roads that we do grit, which gives priority to the busiest roads in order to avoid the most serious accidents. This includes the major A, B and about 75% of C roads, some 860 miles or 42% of the total road network. During snow and very severe icy conditions we treat an additional 200 miles of road (known as secondary roads), giving a total coverage of about 52% of our road network. Once the busiest roads are clear we give priority to roads leading to:



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- hospitals, fire, ambulance and police stations;
 - bus and railway stations and other public transport stations;
 - main shopping areas, schools etc; and
 - difficult sites (very steep hills etc).

Minor rural and urban roads are left to thaw naturally.

When is my road going to be gritted?

If your road is not on the primary or secondary road list it will not be gritted.

Our gritters treat the roads to try and stop frost and ice forming before temperatures fall below freezing. We schedule the gritting process based on the weather forecast. Where possible we try and plan the gritting operation to occur after the evening peak hours, or before the morning peak hours.

Can I see a map of which roads will be gritted?

We have compiled a map of roads that will be gritted during severe snow and ice. It will show the primary roads that will be gritted, and you can search by postcode to check the roads relevant to your journey. Some secondary roads may also be gritted, once primary roads are completed, but these are not shown on the map. You can find the map on eastsussex.gov.uk/winterroads

My road is on a steep hill leading to a busy junction. Why is it not gritted?

See question 1.

Why has one side of the road been gritted but not the side that my house is on?

The gritter only needs to drive along one side of the road, as the salt spreading mechanism is designed to deliver the salt across the full width of the road.

Why was your gritter going along the road but not treating it?


Our gritters follow a detailed route, so that they can grit the primary roads within a specific area. When designing this detailed route we take into account the length of road that the gritter can treat when it has been fully loaded with salt. To maximise efficiency and reduce the time taken to salt the roads, the gritter has to travel across some intersecting roads to be able to salt the primary roads. It is not feasible to salt these intersecting roads as the gritter would not have sufficient salt to treat the primary roads.


The gritter may be empty and returning to the depot after completing its run.

When the gritter lorry is using its snow ploughs, salt is not always applied.

Why don't you grit pavements?

We don't routinely salt footpaths or pavements. We have to priorities major roads rather than pavements to prevent the most serious accidents. Hand salting of pavements will only be carried out if staff and equipment become available, with pavements in main shopping areas and busy urban areas treated as a priority. We





encourage householders and businesses to help themselves by clearing snow and ice from public areas near their properties.

Can we have a grit bin?

We currently have over 750 bins spread around the county. We do not provide additional grit bins. However, we are working with district and borough councils, residents' associations and businesses to review the locations of grit bins, particularly where these organisations may wish to purchase additional bins (see Winter maintenance: provision of grit bins: ESH11).

When will you fill the grit bin?

We inspect and fill all of our grit bins in the autumn. If there is snow, the bins will only be re-filled if staff and equipment become available to undertake the work. The salt should be used very sparingly, as it does not aid grip but is supplied to assist in preventing the formation of ice and melting of snow. It is provided for use only on public roads and pavements, and should not be used or transported anywhere else. We do not refill grit bins on demand.

I'm not on the main gritting route but have an emergency. Can you come out and grit my road?

If there is a real emergency and we are requested to provide assistance by the emergency services, then we will respond positively.

Why don't you grit all roads leading to schools?

See question 1.

Can I buy grit/salt from you? If not can you give me contact details for a grit supplier?

We do not provide salt to private individuals or businesses, unless the business or a residents' association has purchased an approved grit bin from East Sussex County Council. Rock salt can be obtained from some builders' merchants and DIY stores.


For further information on purchasing approved grit bins, please refer to our leaflet 'Winter maintenance: provision of grit bins ESH11.'


My relative has run out of food and can't get to the shops. Can you grit the road please?

We do not have the resources to respond to individual requests to salt roads. Should anyone need advice or information on the support available for a vulnerable adult, they should contact Social Care Direct on 0345 60 80 191.

If I slip on an untreated pavement, who is liable? If I have an accident on an untreated road, who is liable?

If an accident occurs on either an untreated pavement or road, the individual concerned must prove that the County Council is liable. There is no automatic right to compensation and all claims will be assessed on the basis of the Council's legal





responsibilities. Any claimant must be prepared to prove in a Court of Law that the Council's winter maintenance policy was not reasonably practical.

If a person wishes to pursue a claim then details of the incident can be provided to the Highways Contact Centre on 0345 60 80 193 or highways@eastsussex.gov.uk.

Should I be gritting the pavement outside my house?

Householders and businesses are encouraged to clear snow and ice from public areas near their properties during periods of severe winter weather. We also encourage people to assist neighbours' who may not be able to clear snow and ice themselves.

If I grit the pavement outside my house and someone slips can they sue me?

The prospect of a person, who has cleared snow from their pavement, being successfully sued by someone who has subsequently slipped on that pavement is very small. However, the snow-clearer has a duty to ensure that they clear the pavement with reasonable care so that they do not create a new or worse risk. As long as, in clearing the pavement, the resident has improved the condition of the pavement and made it safer to walk on than before it was cleared, they should not be liable if someone slips (see Winter maintenance: summary of policy 2010/11).

A gritter sprayed onto my car and has caused damage. What can I do?

We use a small size of rock salt grit (6mm grading) which is extremely light and not very dense, and is unlikely to cause damage to vehicles. However, should a driver wish to pursue a claim then details should be provided to the Highways Contact Centre on:

0345 60 80 193 or highways@eastsussex.gov.uk. This will then be forwarded to our contractor who is responsible for the manner in which the gritting operations are carried out.


Will the bus service be running as normal with the ice on the road? How can I find out?

Bus companies are responsible for determining whether they are prepared to run a service. You will need to contact the bus company responsible for the route to determine if they are running the service.

How do I find out if schools are open?


- Local radio broadcasts school closures.
- You can subscribe to our email system or RSS alerts on eastsussex.gov.uk/schoolclosurealert for individual school closures.
- visit our website at eastsussex.gov.uk
- Your child's school website will also carry information about closures.

Facts, Figures & Myths

- We don't use grit, but rock salt instead which is considered to be the best practice within the industry.
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- Between 1 November 2010 and 31 March 2011 we used approximately 6,600 tonnes of salt.
- In an average year we would expect to use 6,000 tonnes of salt.
- We started the 2010/11 winter season with 7,800 tonnes of salt in our depots, and the contractor had an additional 1000 tonnes on call from Shoreham Harbour.
- ESCC doesn't buy salt directly. It is purchased and owned by May Gurney and we pay for it to be spread on the highway. Typically, salt costs between £30 to £35 per tonne.
- There are two main suppliers of rock salt in the UK: Cleveland Potash and Salt Union, with a further supplier in Ireland.
- May Gurney buy the majority of their salt from Cleveland Potash, combining their ESCC buying with several of their major highways contracts across the UK.
- Salt is delivered to Shoreham Harbour by boat and then distributed by road to our depots.
- We operate a fleet of 25 gritters, and keep three spares in case of breakdowns or accidents.
- Each gritter operates on a pre-planned route that takes approximately two to three hours to complete.
- Generally gritters are used when the forecast or conditions dictate. This can be in the evening or early morning, avoiding peak traffic flows where possible, to try to limit the likelihood of frost/ice forming on the road. It is for this reason that most gritting operations go largely unnoticed.
- In 2010/11 we used our gritters 70 times, whereas in a normal winter we would only anticipate 40 turnouts.
- There are a number of fixed costs in providing the winter maintenance service, these are:


Leasing of vehicles	£510k
Maintenance of vehicles (servicing etc)	£178k
Basic facility (for example standby, depot management etc)	£191k
Weather forecast/bureau/ice detection costs	£ 30k
Snow fence (A259 East Dean)	£ 10k
Total fixed costs	£919k




The winter maintenance budget for 2011-2012 is provisionally set at £1.59 million

- When we salt, we pay the contractor based on the length of road each individual gritter covers when treating a scheduled route or snow route. This has to be funded from the remaining winter maintenance budget after deducting the fixed costs.
- The gritters are driven by trained May Gurney staff.
- Gritters are specialist pieces of equipment, but for eight or nine months of the year they are largely unused.
- Our gritters operate from six depots: Ringmer, Sidley, Heathfield, Maresfield (Mill Pond), Polegate (Mile Oak) and Cripps Corner.
- Salt is stored under cover and we can store up to 15,000 tonnes at our six depots.
- Rock salt provides no friction/abrasion; it simply prevents the formation of ice on the carriageway and aids the melting of snow and ice.
- Salt alone doesn't remove/melt snow; it relies on traffic to 'churn' the snow.
- Rock salt becomes less effective at temperatures below -5 degrees C.
- Rock salt is distributed at the rate of between 10grammes/sq.m and 40grammes/sq.m (½ ounce to 2 ounces) depending on the forecast and severity of the weather conditions.
- We treat 860 miles of highway, a mixture of A, B, C and unclassified roads, amounting to 42% of the total road network. This is one of the highest percentages of treated road networks for a highway authority in the South East:

West Sussex	40%
Kent	30%
Hampshire	26%

- In addition, we treat an extra 200 miles of highway during snow, equating to a total coverage of over 52% of our road network.
 - There are approximately 750 grit bins distributed across the county.
 - 99% of these grit bins are owned by East Sussex County Council (ESCC). The remainder are the responsibility of parish councils.
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- During the winter months the County Council make daily decisions about winter gritting across the whole county upon receipt of detailed weather forecasts from the Met Office. Judgements on where and when to dispatch the gritters are based on forecasted road temperatures and the likelihood of ice formation or snow fall. We work closely with the Borough and District Councils to coordinate their snow clearance activities and gritting of pedestrian areas.
 - During snow fall, snow ploughs are fitted to all gritters. However, snow ploughs don't clear all snow from the highway. Instead they operate approximately 75-100mm above the carriageway, to avoid damaging the road surface and the plough. When driven with ploughs attached, the vehicles have to be manned by two people.
 - We have 20 local farmer and 7 local contractors who can be called upon to clear snow from rural roads.
 - The decision to use gritters is made on the basis of detailed weather forecasts, which are formulated using data collected from our local weather stations at four locations across the county: Ashcombe (nr Lewes), Guestling, Mark Cross, and Golden Cross.

Provision of Grit bins

Can we have a grit bin?

The County Council will provide new grit bins where the costs are met by residents' associations, businesses, or the local parish, town or district council and there is a suitable location for the new bin. If you would like a grit bin please contact your local parish, town or district council in the first instance to find out whether they would be willing to provide one.

If your parish, town or district council agrees to your request, they will contact us. Alternatively, you can contact us using the details on this leaflet. We will then review the request and, if approved, agree a suitable location. The bins can be located on the highway, private or local Council owned land providing the owner gives permission.

When the bin is empty, how do we get it filled?

New grit bins will not be refilled automatically. The relevant owner or responsible person must make a request for a bin to be refilled by contacting our Highways Contact Centre and making an advance payment. We will then arrange for the new bin to be refilled when we refill our own grit bins. In periods of high demand grit may be reserved for use on priority roads and this might prevent grit bins from being re-filled.

When a new grit bin is provided the following costs apply (these costs will be reviewed annually):





Cost for initial installation

Grit/salt bin	£145
Installation and first fill	<u>£130</u>
Total	£275
Refill	£ 70

The use of grit

Grit is another name for 'rock salt'. It helps to keep roads safe by reducing the risk of ice. The grit works by lowering the temperature at which water freezes. It relies on the action of vehicle tyres to spread it over the road. It can, however, get too cold for the grit to work - at below minus 5 °C the effectiveness of grit is reduced and roads may still freeze. Rain or snow can wash the grit away leaving roads prone to re-icing, so gritting should take place after the rain but before the water freezes. The grit has been specifically provided for the treatment of public roads and pavements and should only be used in these areas.

Spreading grit safely

Safety is the most important factor.

- Only spread the grit when there are no vehicles or pedestrians nearby.
- Wear bright clothing to ensure that you can be seen easily.
- Don't assume the road or pavement is safe just because it has been gritted.
- Look after the environment - use the minimum grit necessary. A shovel full of grit will be sufficient for 20-30sq.m of road.

How to contact us

For more information about our services and to view our series of fact sheets, visit our website or contact our East Sussex Highways Contact Centre on:

(calls charged at the local rate)


Phone: 0345 60 80 193

Fax: 01273 482955

Email: highways@eastsussex.gov.uk

Website: eastsussex.gov.uk

eastsussex.gov.uk/fault (to report a fault online)





Clearing Snow & Ice from Pavements

Householders and businesses in the county are encouraged to clear snow and ice from pavements and public spaces. This guide provides information and advice to help you clear areas safely, and assist neighbours' who are unable to clear snow themselves.


Will I be held liable if someone falls on a path I have cleared?


There is no law preventing you from clearing snow and ice on the pavement outside your property, pathways to your property or public spaces.

It is very unlikely that you would face any legal liability, as long as you are careful, and use common sense to ensure that you do not make the pavement or pathway more dangerous than before. People using areas affected by snow and ice have responsibility to be careful themselves.

What can I do to help clear snow and ice from pavements and public spaces?

Our Highways department offers the following advice:

- Start early: it is much easier to remove fresh, loose snow rather than compacted ice that has been compressed by people walking on it.
 - **Do not use hot water.** This will melt the snow, but may replace it with black ice, increasing the risk of injury.
 - Be a good neighbour: some people may be unable to clear snow and ice on paths leading to, or fronting their property. Snowfall and cold weather can make gaining access to and from a property or walking to the shops extremely difficult.
 - If shovelling snow, think about where you are putting it, so that it does not block people's paths or drainage channels. This could shift the problem elsewhere.
 - Make a pathway down the middle of the area to be cleared first, so you have a clear surface to walk on. Then you can shovel the snow from the centre to the sides.
 - Spreading salt on the area you have cleared will help to prevent ice forming. Table salt or dishwasher salt will work, but avoid spreading on plants or grass as it may damage them. A few grams (a tablespoon) for each square metre you clear should work. The salt found in salting bins should mainly be used to keep roads clear.
 - Particular care and attention should be given to steps and steep gradients to ensure snow and ice is removed. You might need to apply additional salt to these areas.
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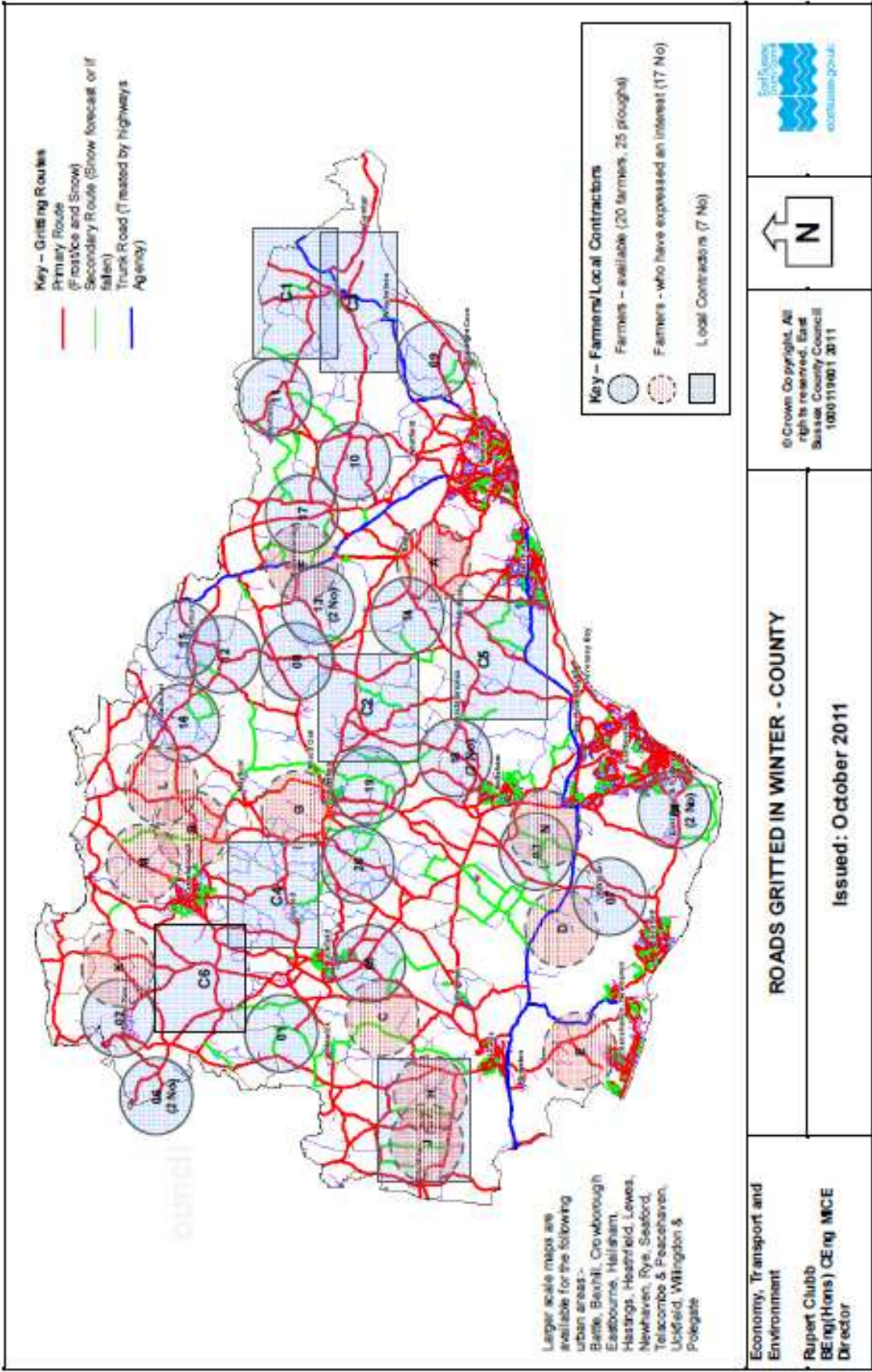
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- Use the sun to your advantage. Removing the top layer of snow will allow the sun to melt any ice beneath; however you will need to cover any ice with salt to stop it refreezing overnight.
 - If there is no salt available, then a little sand or ash is a reasonable substitute. It will not have the same de-icing properties as salt but should offer grip under foot.

Where can I find out more information about what to do in an emergency?

The Preparing for Emergencies web pages on Directgov contain useful information on how you can prepare for the impacts of all emergencies. The pages can be found at http://www.direct.gov.uk/en/NI1/Newsroom/Features/DG_WP199639

On the next page is a map of our gritter routes throughout the county.







Lewes

Location: Barcombe
Activity: Bonfire celebrations
Proposed Dates: 19 November 2011
Contact: Mr Ian Allsobrook, Barcombe Bonfire Society,
01323 486681

Temporary road closure at C659/C8 Barcombe Mills Road, Church Road and High Street

Location: Burgess Hill
Activity: Lay new water service
Proposed Dates: 14 November to 23 December 2011
Contact: Clancy Docwra for South East Water, 01634 873084

Two way temporary traffic lights at Charlwood Road and Downscroft

Location: Chailey
Activity: Chailey Bonfire Procession
Proposed Dates: 12 November 2011
Contact: Helen Dugard, Lewes District Council, 01273 484435

Temporary road closure due to moving procession at A275/C323 South Street, Chailey Green Lane and Mill Lane

Location: Ditchling
Activity: Remembrance Day Parade
Proposed Dates: 13 November 2011
Contact: Helen Dugard, Lewes District Council, 01273 484435


Temporary road closure at B2112/B2116/ C656 High Street, West Street and East End Lane

Location: Ditchling
Activity: Surfacing
Proposed Dates: 22 November to 24 November 2011
Contact: Anthony Peall, Construction Engineer, 01273 481753

Road closure at C656 East End Lane, B2116 to B2112 and East End Lane

Location: Ditchling
Activity: Surfacing
Proposed Dates: 28 November 2011
Contact: Anthony Peall, Construction Engineer, 01273 481753

Road closure at C71 Folders Lane East, Folders Lane roundabout (eastbound lane)





Location: Ditchling
Activity: Surfacing
Proposed Dates: 29 November to 30 November 2011
Contact: Anthony Peall, Construction Engineer, 01273 481753
Road closure and convoy at B2113 Folders Lane to West Sussex County Council boundary to Folders Lane roundabout

Location: Falmer
Activity: Traffic signal enhancement
Proposed Dates: Provisional start November 2011
Contact: James Hore, Principal Transport Development Control Officer, 01273 482245

LW/11/0466 - Highway improvement works associated with new stadium development at B2123, The Drove, Falmer junction with Village Way


Location: Firle
Activity: Remedial surface works
Proposed Dates: Autumn 2011
Contact: Alan Hart, Programme Works and Contract Manager, 01273 335228

Remedial works will be carried out to improve public access along a section of the Old Coach Road that runs between Firle and Bo-Peep

Location: Lewes
Activity: Lewes Bonfire Celebrations
Proposed Dates: 5 November 2011
Contact: Helen Dugard, Lewes District Council, 01273 484435
Temporary road closures through town

Location: Lewes
Activity: Lewes Remembrance Day Parade
Proposed Dates: 13 November 2011
Contact: Helen Dugard, Lewes District Council, 01273 484435
Temporary road closure due to moving procession at A2029 and A277

Location: Lewes
Activity: Footway surfacing
Proposed Dates: 17 November to 23 November 2011
Contact: Paul Dartnell - 01323 415244
At Houndean Rise outside no.11 and outside no.48 to public footpath sign and outside no.12





Location: Lewes
Activity: Late night shopping
Proposed Dates: 1 December 2011
Contact: Helen Dugard, Lewes District Council, 01273 484435
Temporary road closure at A277 High Street and Cliffe High Street


Location: Newhaven
Activity: Christmas community event
Proposed Dates: 12 October to 10 December 2011
Contact: Helen Dugard, Lewes District Council, 01273 484435
Temporary road closure at High Street

Location: Newhaven
Activity: Newhaven Remembrance Day
Proposed Dates: 13 November 2011
Contact: Mrs Jacky Cole, Newhaven Town Council, 01273 516100
Temporary road closure at A259, South Way, Bridge Street, High Street, Meeching Rise, Neils Close and Meeching Road

Location: Newhaven
Activity: Footway surfacing
Proposed Dates: 24 November to 30 November 2011
Contact: Paul Dartnell, Construction Engineer, 01273 481714
At Valley Close to end of Metcalfe Avenue

Location: Peacehaven
Activity: Remembrance Day Service
Proposed Dates: 13 November 2011
Contact: Helen Dugard, Lewes District Council, 01273 484435
Temporary road closure at Greenwich Way, Arundel Road and Meridian Way

Location: Plumpton
Activity: Essential maintenance
Proposed Dates: 11 December 2011
Contact: Network Rail, 01273 783391
Temporary road closure at C110 Station Road (level crossing). Diversion via C110 Station Road, C6 South Road, C323 Honeypot Lane, C323 Mill Lane, A275 South Road, A275 Resting Oak Hill, A275 Cooksbridge Road, B2116 Ditchling Road, C110 Plumpton Lane and vice versa





Location: Seaford
Activity: Gas mains replacement and services
Proposed Dates: 31 October to 23 December 2011
Contact: Southen Gas Networks, 01273 490100
Two way temporary traffic lights at Hillside Avenue

Location: Seaford
Activity: Seaford Remembrance Day Parade
Proposed Dates: 13 November 2011
Contact: Seaford Royal British Legion, 01323 890154
Temporary road closure at A259, Sutton Park Road, Avondale Road, Broad Street and Place Lane


Location: Seaford
Activity: Gas mains replacement and services
Proposed Dates: 14 November to 23 December 2011
Contact: Southen Gas Networks, 01273 490100
Two way temporary traffic lights at Claremont Road

Location: Seaford
Activity: Surfacing
Proposed Dates: 17 November to 18 November 2011
Contact: Anthony Peall, Construction Engineer, 01273 481753
Night road closure at A259 Eastbourne Road (Exceat) to Golden Galleon heading back towards Seaford

Location: Seaford
Activity: Provide new electrical supply
Proposed Dates: 21 November to 25 November 2011
Contact: Murphy Ltd on behalf of UK Power Networks, 01622 352721
Temporary road closure at Blatchington Road. Diversion via Blatchington Hill, Belgrave Road, Kedale Road, Chichester Road and vice versa

Location: Seaford
Activity: Footway surfacing
Proposed Dates: 1 December to 8 December 2011
Contact: Paul Dartnell, Construction Engineer, 01273 481714
At C30 Sutton Avenue, Arundel Road to Kingston Avenue

Location: Seaford
Activity: Footway surfacing
Proposed Dates: 9 December 2011
Contact: Paul Dartnell, Construction Engineer, 01273 481714
At Upper Belgrave Road to Pinewood Close junction





Location: South Heighton
Activity: South Heighton Bonfire Procession
Proposed Dates: 12 November 2011
Contact: Clare Dickins, South Heighton Bonfire Society,
www.southheighton.com

Temporary road closure at The Hollow, Heighton Road, Wellington Road, Thompson Road and Denton Road

Location: Staplehurst
Activity: Surfacing
Proposed Dates: 9 November to 11 November 2011
Contact: Anthony Peall, Construction Engineer, 01273 481753
Road closure at C19 Bodiam Road, Staplecross Road to B2165


Location: Streat
Activity: New electrical supply
Proposed Dates: 15 November to 25 November 2011
Contact: Murphy Ltd on behalf of UK Power Networks,
01622 352721

Temporary road closure at Streat Lane. Diversion via B2116 Lewes Road, B2116 Ditchling Road, C110 Plumpton Lane, C110 Station Road, C6 South Road, C71 St Helena Lane and vice versa

Location: Telscombe Cliffs
Activity: Main laying
Proposed Dates: 9 December 2011
Contact: Clancy Docwra on behalf of Southern Water, 01273 663816
Two way temporary traffic lights at Ambleside Avenue

Location: Wivelsfield
Activity: Creation of junction access
Proposed Dates: Ongoing
Contact: Nathan Hancock, Development Control Engineer,
01273 482252

LW/2007/0732 - Developer lead highway improvement works at land off Theobalds (associated with the 72 dwelling residential development)





Contact List:

You may have queries relating to items not included in the attached list of activities. Please find below some helpful contacts for your future reference:

For any queries relating to highway works associated with developments throughout the county (known as Section 278 or Section 38 agreements) please contact:

- Wealden
Contact: Nathan Hancock, 01273 482252,
Email: nathan.hancock@eastsussex.gov.uk
- Lewes and Rother
Contact: James Hore, 01273 482245,
Email: james.hore@eastsussex.gov.uk
- Hastings and Eastbourne
Contact: Alex Jack, 01273 482284,
Email: alex.jack@eastsussex.gov.uk

Highways Operations:

- Planned highway maintenance
Contact: Simon Marchant, Construction and Planned Maintenance Team Manager, 01273 481436, Email: simon.marchant@eastsussex.gov.uk
 - Reactive maintenance and trees
Contact: Ken Sorhaindo, Reactive Maintenance Team Manager, 01323 463963, Email: ken.sorhaindo@eastsussex.gov.uk
 - Traffic and Safety Issues
Contact Mark Valleley, Team Manager, 01273 482237,
Email: mark.valleley@eastsussex.gov.uk
 - Inspection & Enforcement
Contact: Graeme Lake, Inspectorate and Enforcement Manager, 01273 482941, Email: graeme.lake@eastsussex.gov.uk
 - Bridges
Contact: Mark Andrew, Structures Team Manager, 01273 481761,
Email: mark.andrew@eastsussex.gov.uk
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- Highway Liaison
Tony Pike, Contracts and Asset Management, Team Manager, 01273 482130,
Email: tony.pike@eastsussex.gov.uk

Rights of Way and Countryside Management

- Countryside Maintenance
Contact: Steve Diserens, Team Manager, 01273 335614,
Email: steve.diserens@eastsussex.gov.uk
- Countryside and Community Engagement
Simon Fathers, Team Manager, 01797 226488, Email:
simon.fathers@eastsussex.gov.uk
- Rights of Way
Andrew Le Gresley, Team Manager, 01273 335225,
Email: andrew.legresley@eastsussex.gov.uk

Economy and Community Services

- Trading Standards
Philip Le Shirley, Policy and Improvement Officer, 01323 463432,
Email: Philip.leshirley@eastsussex.gov.uk
 - Strategic Economic Development and Skills
Shelagh Powell, Senior Economic Development Manager, 01424 203941
Email: shelagh.powell@eastsussex.gov.uk
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