

Community Highway Scheme (CHS) Guidance

The Community Highway Scheme process is an avenue for members of the public, community groups, Parish Councils or other focus groups to request highway improvements within their locality. Applicants should be clear with regards what the issue is and what measures they feel may be required to resolve it. These improvements should not normally exceed £250,000 in value and are delivered from an annual budget ranging between £1million and £2million. Schemes are prioritised against a set of scoring factors, with those successful being approved for feasibility, design and potential construction over a period of 2 to 3 years dependent on the scheme.

A fundamental part of any application is the demonstration of wider community and County Councillor support for any proposal to go forward.

Key scoring considerations:-

Before submitting an application for a new scheme to be assessed, applicants should be aware of the key factors considered at the scoring stage of the process. These are broadly listed below, and each applicant should be able to demonstrate how their proposal positively impacts each factor (or the majority). If a proposal cannot demonstrate clear linkage with the majority of the factors listed below, it is highly unlikely that it will pass the assessment stage.

- **Transport and public space** – impact on journey times, impact on public space, highway safety, mobility and access.
- **Economic Growth** – employment opportunities, new business, development opportunities, housing, regeneration and deprivation.
- **Environmental Impact** – Carbon emissions, air quality and impacts on surrounding environment.
- **Feasibility and deliverability** – Deliverability of the potential scheme, requirement of land acquisition, key stakeholder support and cost.
- **Policy support** – does the scheme align with the county council’s priorities (see WSCC Service Plan on the website), does the scheme form part of a Neighbourhood Plan.

New and extended footways – (cost - £150 per square metre)

Consideration needs to be given to the available highway width, especially where the new footway would be adjacent to a carriageway. The minimum standard width for a footway is 1.5m and a carriageway width of at least 6m is required to maintain 2-way traffic flow. It may be possible to dedicate private land as highway, although this is the applicant’s responsibility to establish pre-application with the relevant landowner.



Shared cycling facilities – (cost - £450 per linear metre (based on 3m width))

The upgrading of existing footway to accommodate cyclists can bring many benefits to a community. Consideration of the existing infrastructure needs to be made in the first instance to check whether the installation of shared facilities is appropriate. Limiting factors include available carriageway and footway widths, land ownership, environmental impacts (including the presence of trees and vegetation), existing underground utilities and start/end points. Schemes of this nature can often incur many hidden costs due to these limiting factors and are therefore often delivered via alternate funding streams, however small sections can be considered as a Community Highway Scheme.

Signalised crossings (including Zebra Crossings) – (cost £45000 to £160,000)

Costs of installation can vary significantly, depending on a number of factors:-

- Is new street light required
- The average speed of traffic at the proposed location
- The width of the carriageway to be crossed
- Type of crossing required
- Moving statutory undertaker plant



Other key factors to consider:-

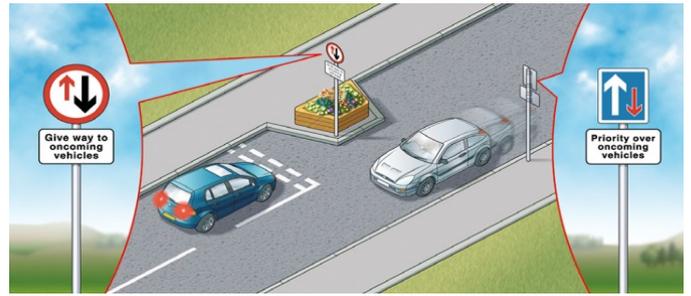
- The minimum road space required for a signalised crossing is 40m. This would mean that any existing parking spaces would be lost.
- Minimum footway width to accommodate the signal heads is 1.8m.
- If the carriageway width is greater than 16m, a dual crossing (cross one lane, wait in the middle and cross the other) will be required.
- There must not be any dropped kerbs between the two stop lines associated with the crossing.
- Junctions or major entrance/exits must be 17m from the waiting drivers point to closest stop line
- Is the crossing on the desire line (the point at which people chose to cross)? If not, will it actually be used?
- Is there enough advance visibility (see table below):-

Average approach speed (in mph recorded over 7 days)	25	30	35	40	45	50
Desirable minimum advance visibility (m)	50	65	80	100	125	150
Absolute minimum advance visibility (m)	40	50	65	80	95	115



Traffic calming schemes – (cost - scheme dependent)

Traffic calming is generally used at locations that show evidence of excessive speeding or higher than normal accident rates associated with vehicle speeds. Generally issues with non-compliance of speed limits should be taken up with Sussex Police, who are the enforcement agents for all speed limits on the public highway.



Whilst traffic calming may appear to be the preferred solution, careful consideration should be given to air quality as vehicles travel slower or are required to stop, vibration and noise caused by vertical features such as speed cushions, road humps or rumble strips and the impact that these have on emergency and bus services.

Non-signalised crossing points (pedestrian islands – cost - £5000 to £10000)

These may be considered at locations that demonstrate the need for pedestrians to cross the road, and where there is no alternative option available. The width of the carriageway is a critical consideration in this, as the island will reduce the available road width. As a rule, road width should be a minimum of 3m for each running lane.



Junction improvements – (cost – Scheme dependent)

Junction Improvements can include localised widening of the junction, improved footway at a junction, the installation of pedestrian refuge islands, improved surfacing and alterations to signing and road markings. The costs are largely dependent on the measures being requested and factors including vehicle turning circles and the presence of underground utilities.

Speed limits (with implementation cost in excess of £3000)

These schemes are only considered after being assessed via our Traffic Regulation Order (TRO) application process available at www.westsussex.gov.uk. Schemes successfully assessed via this process, but costing more than £3000 to implement automatically become a CHS applicant and are therefore scored against the same criteria. There is no guarantee that passing the TRO process will mean the scheme is delivered via the CHS process.



Vehicle Activated Signs (VAS) – Cost - £8000 to £10000 per sign plus ongoing maintenance.

These can only be considered where evidence can be presented to justify the provision and on-going maintenance. Historically these have not scored sufficiently high to be prioritised, normally due to the lack of evidence to support them

It may be possible for the Parish Council to privately fund a VAS sign, and we would encourage an applicant to have preliminary discussions with the relevant Area Highway Manager.



Village enhancements – (cost – Scheme dependent).

Village Enhancements typically include a variety of improvements within a village area. These can be a mixture of uncontrolled crossing points, village gateways, footway improvements, carriageway surfacing, junction improvements, traffic calming, signing and road markings.



Highway Safety (Accident Investigation and Prevention)

The County Council's Road Safety team monitor all injury accidents that occur on the public highway, with a focus on identifying patterns or trends that may require more in depth investigation. The information utilised by this team is provided by Sussex Police, who do not share information regarding non-injury accidents. The focus of this team is to reduce the number of casualties on the network in the county, prioritising sites based on evidence.

Currently road safety scheme interventions are data-led by the analysis of the council's accident data base that holds records of all known injury collisions that occur on our network. Hot spots, patterns and trends are identified and appropriate remedial measures developed.

Locations with a strong community concern may be investigated if there is robust evidence of damage only or unreported collisions occurring over a short period of time. However, these sites will be prioritised against those schemes intended to treat a known and definable road safety problem.