

Community Highway Schemes and Community Traffic Regulations Orders

Introduction

- In 2022 new mechanisms were introduced to assess and deliver Community Highway Schemes (CHSs) and Community Traffic Regulations Orders (CTROs)
- Update on implementation of new way of working and assessment of the applications WSCC is receiving

Assessment of CTROs

Since April 2022 all CTRO applications have been assessed using a 'SPACE' Assessment and delivered via a rolling programme if they score more than the threshold score :

- Safety
- People
- Access
- Cost
- Environment

Assessment of CHSs

- New Assessment Framework piloted on CHSs in Autumn 2022 and rolled out across wider Highway Improvement Programme in Autumn 2023.
- Assessment Framework considers two key elements
 - Scheme alignment with the West Sussex Transport Themes, and
 - Project Assurance

Delivery of CHSs

- Majority of schemes delivered over two years (Year 1 – design and Year 2 – Delivery)
- New category of scheme introduced in 2022 (Simple Schemes) that can be delivered in 1 year if:
 - costs less than £25,000 to deliver,
 - does not require a Road Safety Audit,
 - does not require a complex TRO,
 - is not be part of a wider programme of works in the area,
 - has full support of the local community and Local Member.

What type of CTRO applications are we receiving?

	April 2022 – March 2023				April 2023 - Dec 2023			
	Speed Restriction	Prohibition of movement	Parking	Total	Speed Restriction	Prohibition of movement	Parking	Total
Applications	23	3	37	63	38	1	31	70
Approved	11	0	18	29	13	0	7	20
Rejected	12	3	19	34	25	1	24	50

Delivery of CTROs

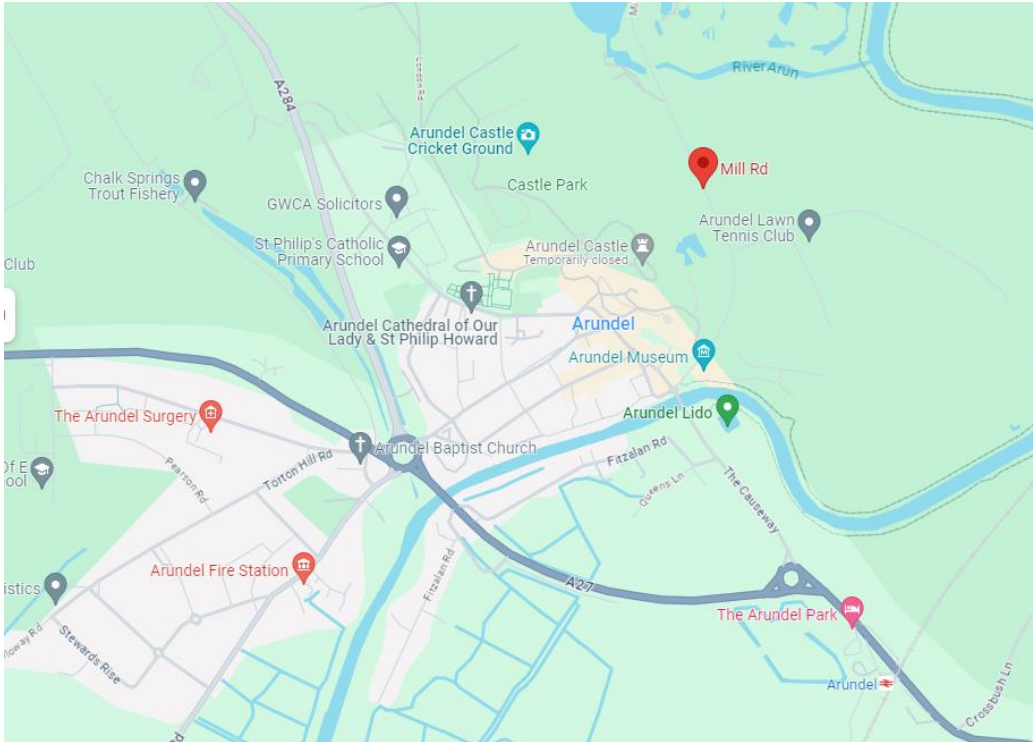
- % of TROs being delivered within the new target of 6 – 9 months
- Reasons for rejection
- Increase to the financial threshold

An example of a successful CTRO – Singleton



- Introduction of 30mph Speed Limit
- Incorporated formalised crossing point within 30mph section
- Improves Road Safety for pedestrians, using the pedestrian crossing
- Allows safer vehicle manoeuvres in and out of Weald and Downland due to reduced speed
- Speed Limit better aligned with Village Gateway

An example of an unsuccessful CTRO – Mill Road, Arundel



- Prohibition of parking for motor homes
- Seeking to address the numerous vehicles parking along Mill Road overnight
- Contentious matter so likely to attract more than 5 objections
- Cost of implementation would be greater than financial limit
- Progressed as Simple CHS

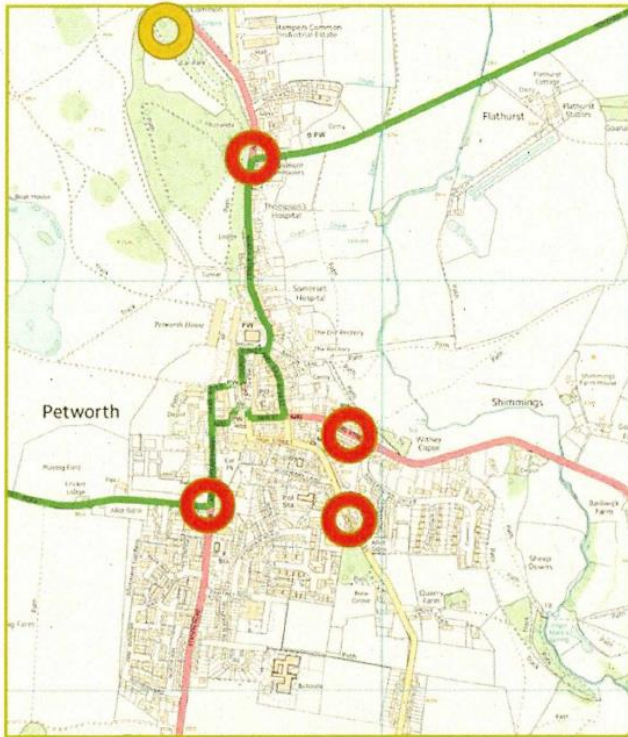
How many CHS applications have we received?

	2023/24 Programme	2024/25 Programme (Draft)
Applications received	66	61
Applications rejected	49	46
Applications progressed as Simple Schemes (1 year delivery)	4	3
Applications progressed as Standard CHSs (2 year delivery)	13	12

Type of CHSs – draft 2024/25 programme

	Applications	Draft Prog (2 year schemes)	Draft Prog (1 year scheme)
Crossing Improvements	11	3	1
Cycling facilities	1		1
Improvement to footways / pedestrian facilities	4	3	
Prohibition of movement or parking	9		1
Speed related applications	30	6	
St lighting	2		
Traffic Calming	4		
Total	61	12	3

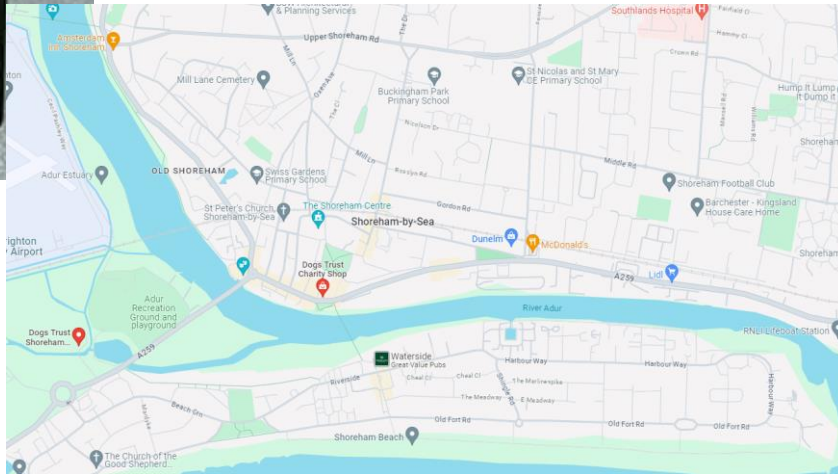
An example of a successful CHS – Petworth 20mph



-  New 20 mph Entry Point
-  New 50 mph 'Lead-in'

- 20mph zone within Petworth
- In keeping with the characteristics of the town
- Well supported – excellent consultation
- Good compliance with policy

An example of a unsuccessful CHS – Signalised crossing at Shoreham



- Benefit Cost Ratio
- Technical compliance
- Some crossing facilities already at site

Introduction of the new Speed Limit Policy

Year	Total Schemes	Total Speed Reduction Schemes	Percentage of Speed Reduction Schemes
2020	44	15	34.1%
2021	49	10	20.4%
2022	66	22	33.3%
2023	61	30	49.2%

Questions?