



Community Projects Scope

The following document provides guidance on issues to consider and the type of road safety and local transport schemes that can potentially be implemented through Community Funded Programme.

If you would like to discuss your scheme before applying, please contact contracts.managementgroup@eastsussex.gov.uk

Important factors to consider for all schemes:

- We can only consider schemes proposed on land managed by East Sussex Highways
- All schemes should conform with [East Sussex County Council Highway Asset Management Policy](#)

Road Safety Audit

- Schemes that alter the highway layout or involve changes in traffic pattern or control will need assessing through a Road Safety Audit (RSA).
- RSAs are an independent assessment of scheme design and construction. They seek to minimise the likelihood of injury that may result from the scheme. Audit processes for an RAS will require additional time.
- It is important to highlight that as this is an independent process that happens after the scheme design, it may be necessary to implement changes to the design in order to enable construction.

- RSAs are an independent process conducted after the scheme design. An RSA may suggest changes to enable construction.

Traffic Regulation Order

- Schemes including speed limit changes and parking restrictions will need a Traffic Regulation Order (TRO) to enable enforcement. A TRO is required on all ESCC schemes that propose speed limit changes or parking restrictions. TROs cost a minimum of £3,000 and can take 12 to 18 months to deliver. There is a legal requirement to advertise and consult on TROs. If there are objections to the TRO, they will need to be considered by the County Council's Planning Committee.

Consultation and Engagement

- Consultation and engagement with local residents, stakeholders and anyone who may be affected by the proposals, must be undertaken by the applicant before application is submitted.
- Applicants must evidence that they have reached out to the whole community, not just residents that will benefit from the scheme. Feedback from residents must evidence public support. For example if a scheme was proposed within a village of a Parish, it would be necessary to demonstrate that the views of residents within the whole parish had been consulted. For example, this could be through a questionnaire in the Parish Newsletter and a public meeting.
- Should the scope of the scheme change during any point of the application, it will be necessary to reconsult and evidence outcomes.

Cost and Design

- In addition to the costs of installation and materials, all schemes will incur design costs.
- Design costs include estimates from highway engineers, technical staff, and specialist designers who may be involved in works, i.e., structural engineers, street lighting designers, etc.
 - Design costs can form 10%-25% of the total cost of a scheme, depending on the complexity of works involved.
- Additional costs will incur if traffic management measures are required for installation, such as closing footpaths and/or roads. Charges will cover costs for traffic safety management, temporary lights, and signage. For example, temporary lights for one week to enable the change of a speed limit are approximately £4200, depending on the nature of the site and the traffic management light requirements.

Utilities, Agencies and Other Considerations

- Schemes that involve excavating the highway such as installing bollards, railings, or posts, will be subject to a Statutory Undertakers Survey (or utility survey) as prescribed by the law.
 - A utility survey will determine the feasibility of a design route and ensure proposed works do not encroach on existing electric, gas, telecommunications, and water supplies.
 - Signs and posts must conform to [Traffic Signs Regulations and General Directions 2016](#) (as amended) and adhere to relevant standards. This means that signs need to conform to designs and standards set out within the policy.


- Upright installations (such as posts and bollards) on high-speed roads (50mph and above) must be passively safe. Bespoke passively safe supports will cost more than standard installations.
- Should proposed works be near to railway lines, a statutory Basic Asset Protection Agreement (BAPA) will be drafted between the Local authority and Network Rail to mitigate risks to railway workers and users.
 - Costs for a BAPA could exceed £2000. Design submissions will need to be approved by Network Rail before works commence, which can add significant lead time to schemes.
- Should proposed works be near to bodies of water (i.e., rivers, streams, reservoirs, and lakes), the Environmental Agency will need to complete investigations and surveys. This will add time onto schemes and could incur extra charges.

Traffic Survey

- If a proposed scheme is a speed or traffic related issue, a speed or pedestrian survey will need to be carried out prior to completing a application. Additional charges will apply. For example, if a parish wish to reduce speed limits through a village, a traffic survey should be carried out at each location where the speed changes or a new speed is introduced, and along the stretch of road in between the new speeds. Charges range from £350-1000 per location.
- Please contact transport.monitoring@eastsussex.gov.uk for a speed or traffic survey or to find out more about traffic surveys.

Community Funded Scheme Scope

The following table provides guidance for the type of schemes that may be eligible and implemented through the Community Funded Programme. Other schemes not covered in the list will be considered, providing they conform to national legislation, regulation, approved policies, guidance, and best practice. Information provided in this document should only be used as a guideline to inform applications during the initial process. Costs provided are indicative. Actual costs of schemes may only be determined at detailed design stage. Costs provided give an indication of final costs of schemes, including design, installation, and materials. They do not include the cost of the Feasibility Assessment.

Road Markings	
	<p>Road markings are effective, low-cost traffic management measures. They provide information to drivers to enable them to safely negotiate the road layout and hazards ahead. All road markings must conform to the Traffic Signs Regulations and General Directions 2016 (as amended).</p> <p><u>Previous example:</u></p> <ul style="list-style-type: none"> - In 2023, an East Sussex Village applied for improvements to signage and road markings along a busy road to highlight the presence of a school and enhance road safety. The expected costs are in the region of £8,500.
Speed Limits	

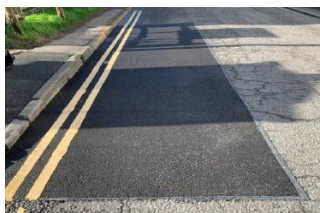


To determine whether a new speed limit meets our Speed Limit Policy, a speed survey will be required. Surveys must be carried out in accordance with the relevant guidance. Multiple surveys may be necessary. Consultations with the Police will be necessary before a change in limit is agreed. If a change to an existing speed limit is appropriate, a traffic regulation order (TRO) will be required.

Previous example:

- In 2022, a village applied for a speed limit reduction on a road used as a crossing between a school and local woodlands which is used for outdoor learning activities. The package of works included enhanced gateway features at either end of the proposed new speed limit, installation of repeater signs and roundels on the road, and improved warning signs and slow markings to better highlight junctions. The expected costs are in the region of £60,000.

Parking Restrictions



Parking restrictions are used to prevent vehicles parking at the side of the road. Double yellow lines are the most common parking restriction used - they do not allow vehicles to park at the side of the road at any time. Installation of new parking controls and changes to existing ones will be dealt with by the local authority on a periodic basis every few years. However, changes to parking controls can be considered by exception. Schemes that involve the creation of new double yellow lines or other types of parking restriction must have a Traffic

Regulation Order (TRO) to ensure that they are enforceable. The cost of the road markings and associated road signs will likely account for a much smaller proportion of the total cost of the scheme depending on other factors as detailed at the start of this document.

Previous examples:



- In 2017, double yellow lines were introduced to a road in East Sussex at a cost of £1,500.
- In 2019, double yellow lines were introduced to a road in East Sussex at a cost of £10,500. This cost included patching and resurfacing works which were required for the installation of new road markings.

Dropped Kerbs



Dropped kerbs aid pedestrians crossing roads by providing a level surface. These measures are particularly helpful for visually impaired pedestrians and wheelchair, mobility scooter and pushchair users. Dropped kerbs may be requested to improve the route to or around a town or village, the doctors or other shared services. The Department for Transport have published guidance on the use of tactile paving, which must be followed. Tactile paving is a textured ground surface to assist pedestrians who are vision impaired. Tactile paving will incur extra charges and, if used, should be installed on both sides of the junction.

Previous example:

	<ul style="list-style-type: none"> - In 2023, a small town in East Sussex proposed a Community scheme including the addition of double yellow lines on the four corners of a crossroads, with new dropped kerbs and tactile paving on the same four corners. Expected costs are in the region of £10,000.
Traffic Calming	
 	<p>Traffic calming encourages traffic slow down in a specific section of a road. It aims to encourage safer, more responsible driving.</p> <p><u>Examples of types of traffic calming schemes that may be eligible:</u></p> <ul style="list-style-type: none"> - A typical mini-roundabout (without re-surfacing of the road) with signing and lining. - Two pairs of double speed cushion layouts and associated works such as signing and lining. The Road Hump Regulations must be adhered to. - A speed control table with crossing point and associated works such as coloured surfacing, street lighting, signing, and lighting. It is recommended that warning signs are erected upon approach to the speed hump. - Coloured surfacing can be applied to roads to indicate a change of speed limit or enhance other warnings (such as at a SLOW road marking approaching a hazard). - All traffic calming must conform to the relevant guidance and may be subject to advertisement and consultation.



Previous examples:

- In 2020, a town in East Sussex paid £52,000 for the design, supervision and installation of a traffic calming scheme. The scheme involved the disconnection and removal of existing signage, erection of new illuminated signage and reflective bollards. Slow markings were laid on red surfacing and additional markings were applied to the road surface.
- In 2019, a village applied for new flashing school signage to be installed at a cost of £4,600.
- In 2022 a town installed speed limit gateways, red surfacing and additional road markings at a cost of £12,500.
- In 2020, a town in East Sussex increased pedestrian accessibility and safety by installing buildouts at a busy intersection close to a college. Build outs were designed and installed at a cost of £40,000 for each buildout. This included £10,000 design costs.

Pedestrian Crossings and Islands



Pedestrian crossings and islands are used to help pedestrians cross roads. Islands reduce the distance that a pedestrian must cross in one go and can be helpful on busy roads. The appropriate type of crossing will depend on the location, numbers of pedestrian and vehicles, speed of traffic and other factors. Dropped kerbs and tactile

paving is typically provided at all types of crossings. Installation of islands may require widening of the road which will increase costs. See the section below for costs.

Section 278 Projects

East Sussex County Council can authorise third parties to carry out more significant highway improvements. These works will need a Section 278 agreement under the Highways Act (1980). More information can be found on the [East Sussex County Council Section 278 webpage](#).

Section 278 examples:

- In 2021, a new pedestrian crossing was designed and constructed. Drainage improvements were completed as part of the works. The total cost was £370,000.
- In 2018, a puffin crossing was designed and installed as a cost of £190,000.
- In 2017, a pedestrian crossing was installed in a village at a cost of £117,000.
- In 2017, bus stop improvements were designed and completed. Works included installing a new shelter, raising and dropping kerbs, and installing accessibility features, at a total cost of £120,000.
- In 2020, basic repairs were made to 13km of cycleway, where crushed limestone was rolled down to create a new surface. The total cost was £226,000 with an average cost of £18 per meter.