

Committee	PTTC
Date	29/10/24
Item	9, 10, & 11

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Report:	<b>9. Consultation – WSCC Highway Network Management Plan (HNMP)</b>
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### Summary

Members are asked to consider the proposed responses, detailed below, in respect of WSCC's HNMP consultation.

### Background

WSCC have asked for survey responses to its HNWP by 30<sup>th</sup> October 2024. The full document was circulated to PTTC members on 9<sup>th</sup> October 2024, seeking members comments.

### Current Position

The proposed survey responses are highlighted in yellow below, together with draft comments in respect of question 9.

**1. Do you agree with the aims and objectives of the HNMP set out in the Executive Summary and Section 1?**

Scale: 1 = Agree, 2 = Somewhat Agree, **3 = Neutral**, 4 = Somewhat Disagree, 5 = Disagree

**2. Do you agree with the HNMP draft in relation to the policy and approach set out relating to the regulation of WSCC's Highway Network in Section 1 and the relevant appendices?**

Scale: 1 = Agree, 2 = Somewhat Agree, **3 = Neutral**, 4 = Somewhat Disagree, 5 = Disagree

**3. Do you agree with the HNMP draft in relation to the policy and approach set out relating the parts of the HNMP which explains the parameters around the way the WSCC's Highway Network is used in Section 2?**

Scale: 1 = Agree, 2 = Somewhat Agree, **3 = Neutral**, 4 = Somewhat Disagree, 5 = Disagree

**4. Do you agree with the HNMP draft in relation to the policy and approach set out relating to the current management of Streetworks on WSCC's Highway Network in Section 2?**

Scale: 1 = Agree, 2 = Somewhat Agree, **3 = Neutral**, 4 = Somewhat Disagree, 5 = Disagree

**5. Do you agree with the way that the HNMP draft sets out the proposed approach to Streetworks/Roadworks Coordination and Forward Planning in Section 3?**

Scale: 1 = Agree, 2 = Somewhat Agree, **3 = Neutral**, 4 = Somewhat Disagree, 5 = Disagree

**6. To What extent do you agree with the measures that WSCC are proposing to improve highway network performance across the county, as set out in Section 3.**

Scale: 1 = Agree, **2 = Somewhat Agree**, 3 = Neutral, 4 = Somewhat Disagree, 5 = Disagree

**7. Do you agree that the HNMP draft adequately considers congestion and highway network availability across the whole WSCC Highway Network?**

Scale: 1 = Agree, 2 = Somewhat Agree, **3 = Neutral**, 4 = Somewhat Disagree, 5 = Disagree

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**8. Do you think that the HNMP is appropriate to facilitate the wider WSCC objectives of promoting active travel and bus service provision across WSCC?**

Scale: 1 = Agree, 2 = Somewhat Agree, **3 = Neutral**, 4 = Somewhat Disagree, 5 = Disagree

**9. Please express any other views you may have on the draft HNMP in the box below:**

Q1 references "Executive Summary" - unfortunately there is no section with this title.

The plethora of key documents (currently 10 beneath the Council Plan, according to Figure 2 on page 8) makes navigating Highway's overall approach a challenging task to the non-specialist. Indeed page 2 of the HNMP refers to the West Sussex Transport Plan as "...a parent..." of this plan - which is the other?

The opportunity to comment on the proposed Highway Network Management Plan is appreciated, it is however, noted that stakeholders are focused on bodies such as the police or environment agency and more generally, to "works promoters" applying for permit and change applications but not to local councils. Whilst the document contains case studies of where things haven't worked particularly well (e.g. Worthing, on page 23), the opportunity for Parish and Town Council consultation on works appears to be limited to responding the "Public Notice Road Closure" advices sent out daily by Highways. These are focussed on individual works and are towards the 'end' of a process between the 'works promoter' and WSCC, they provide no visibility on anticipated future works nor a wider picture on the likely combined impact of works in a particular area, on which local councils might have a useful perspective.

It is hoped that "Managing the Impacts on Communities" (page 33, para 3.17-19) will include the appropriate, earlier stage involvement of local councils, and not just "works promoters." Further, Local Councils should also be provided with an appropriate real-time mechanism to report to WSCC where works being undertaken are causing unforeseen issues (e.g. inadequate pedestrian routes, material additional congestion, roads closed but no works taking place) or appear to be substandard (e.g. visibly poor reinstatement), rather than the limited 'after the event' [Make an enquiry or report a problem with a road or pavement - West Sussex County Council](#) mechanism currently available.

**Budget / Risk Assessment / Sustainability**

n/a

**Recommended Action**

Members are asked to consider the proposed response.

**David Parsons**  
Deputy Parish Clerk

24<sup>th</sup> October 2024

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Report:	<b>10. Budget Report – update and 2025/6 proposal</b>
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### Summary

No expenditure incurred in year to date, although new batteries for some of the older SIDs are anticipated to be required in the foreseeable future – cost to be ascertained.

As detailed below for the 2024/5 financial year, ongoing budget proposed to be reduced to £400 and earmarked reserves maintained, supplemented by £1,500 from 2024/25 budget as previously planned.

### Current Position

Description	Cost Centre / Reserve	Budget 2024-25	Expenditure	Balance	Proposed Budget 2025-26
Real Time Passenger Information (RTPI) <sup>1</sup>	4973	£400	£0	£400	£400
Speed Indicator Devices (SIDs) <sup>2,3</sup>	4960	£2,500	£0	£2,500	-
<b>sub-total Budget<sup>3</sup></b>		<b>£3,900</b>	<b>£0</b>	<b>£3,900</b>	<b>£400</b>
<b>Earmarked Reserve</b>					
Planning Reserve <sup>4</sup>	4995/335	£4,000		£4,000	£4,000
SID Replacement <sup>2</sup>	4936/336	£2,000		£2,000	£3,500
<b>sub-total Reserves</b>		<b>£6,000</b>	<b>£0</b>	<b>£6,000</b>	<b>£7,500</b>
<b>Total</b>		<b>£9,900</b>	<b>£0</b>	<b>£9,900</b>	<b>£7,900</b>

### Notes

1. To meet RTPI annual maintenance charge
2. For the financial year 2025/6: £1,500 to be added to the SID Replacement Reserve, bringing this to £3,500 to meet the anticipated cost of repairing/replacing one of the ageing early SIDs, which are now over 5 years old and out of the manufacturers guarantee period.
3. Up to £1,000 unutilised from the 2024/5 SID budget to be added to the General Reserve.
4. Planning Reserve – in anticipation of external costs which may be incurred (e.g. reviewing the Neighbourhood Plan, addressing unforeseen planning issues, pursuing sustainable transport initiatives)

### Recommended Action

1. For discussion and recommendation to Finance and Planning Committee.

**David Parsons**  
Deputy Parish Clerk

24<sup>th</sup> October 2024

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Report:	<b>11. Outstanding Action Points</b>
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Minute	Meeting date	Subject	Action Agreed	Responsibility	Due Date	Status	Date Completed	Comments
223	25/6/24	Lewes Road TRO	Agreed to set up near miss monitoring system	Deputy Parish Clerk	25/7/24	Completed	24/10/24	Being launched on website 24/10/24 Will be promoted on FB after a short settling in period
469 37.1	22/11/22 27/6/23	Joint Neighbourhood Plan	PTTC agreed that LRPC's proposed actions should be obtained to facilitate any meeting with MSDC's Senior Planning Officer to consider the next steps as appropriate	Deputy Parish Clerk	24/9/24	Overdue		LRPC considered at 24/6/24 Meeting - Cllr Christian Bode drawing up proposals for LRPC, which can then be discussed with LPC
273.1	8/10/24	TRO - Lewes Road / High Street Junction	a) clarify expiry dates of S106 monies held by WSCC b) seek details of scheme of improvements mentioned by WSCC	Deputy Parish Clerk	29/11/24	Not Started		

**Recommended Action**

1. To note the currently outstanding action points and agree the removal of the completed item(s).

**David Parsons**  
Deputy Parish Clerk

24<sup>th</sup> October 2024