

# Public Document Pack

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29 October 2018

**A meeting of the North Chichester County Local Committee will be held at 7.00 pm on Tuesday, 6 November 2018 at Tillington Village Hall, Upperton Road, Tillington, Nr Petworth, GU28 9AF**

**Tony Kershaw**  
Director of Law and Assurance

## Your local County Councillors



**David Bradford**  
Rother Valley



**Janet Duncton**  
Petworth



**Kate O'Kelly**  
Midhurst



**Viral Parikh**  
Bourne

## Invite you to come along to the North Chichester County Local Committee

County Local Committees consider a range of issues concerning the local area, and where relevant make decisions. It is a meeting in public and has a regular 'talk with us' item where the public can ask questions of their local elected representatives.

## Agenda

### 7.00 pm 1. **Welcome and introductions**

The members of the North Chichester County Local Committee are David Bradford, Janet Duncton, Kate O'Kelly, and Viral Parikh.

### 7.02 pm 2. **Declarations of Interest**

Members and officers must declare any pecuniary or personal interest in any business on the agenda. They should also make declarations at any stage such an interest becomes apparent during the meeting. Consideration should be given to leaving the meeting if the nature of the interest warrants it. If in doubt, contact Democratic Services before the meeting.

- 7.03 pm      3.      **Minutes** (Pages 5 - 8)
- To confirm the minutes of the meeting of the Committee held on 19 June 2018 (cream paper).
- 7.05 pm      4.      **Urgent Matters**
- Items not on the agenda that the Chairman of the meeting is of the opinion should be considered as a matter of urgency because of special circumstances.
- 7.05 pm      5.      **Refill**
- The Committee to receive a presentation on the 'Refill' practical tap water campaign.
- 7.15 pm      6.      **Your Energy Sussex**
- The Committee to receive a presentation on a new, council-backed energy supplier called Your Energy Sussex.
- 7.25 pm      7.      **Plaistow Road - Traffic Regulation Order - NC03 (18/19)**  
(Pages 9 - 24)
- Report by the Director of Highways & Transport.
- The Committee will consider the recommendation within the report concerning the proposal to reduce the speed limit on Plaistow Road, Ifold and advise the Director of Highways & Transport how it wishes to proceed.
- 7.40 pm      8.      **Prioritisation of Traffic Regulation Orders 2018/19 - NC04 (18/19)** (Pages 25 - 30)
- Report by the Director of Highways and Transport and Head of Highways Operations.
- The committee is asked to consider the report regarding Community requests for Traffic Regulation Orders (TRO) and agree to progress the highest scoring TRO from the list attached at Appendix A, subject to any adjustments made at the meeting.
- 7.55 pm      9.      **Community Highway Schemes** (Pages 31 - 34)
- Information report by the Director of Highways and Transport.
- The Committee is asked to note the update.

- 8.00 pm      10.      **North Chichester Community Initiative Funding** (Pages 35 - 36)

There are no Community Initiative Fund pitches to consider at this meeting.

The Committee is asked to note the Funding Summary for 2018/19 and 2017/18.

- 8.05 pm      11.      **Nominations for Local Authority Governors to Maintained Schools and Academy Governing Bodies** (Pages 37 - 38)

There are no nominations for Authority Governor Appointments for consideration at this meeting.

The Committee is asked to note the Authority Governor Vacancies for North Chichester County Local Committee Area.

- 8.10 pm      12.      **Talk With Us**

To invite questions from the public present at the meeting on subjects other than those on the agenda. The Committee would encourage members of the public with more complex issues to submit their question before the meeting to allow a substantive answer to be given.

- 8.30 pm      13.      **Date of Next Meeting**

The next meeting of the Committee will take place at 7.00 pm on Tuesday 5 March 2019 at Northchapel Village Hall, Pipers Lane, Northchapel, Petworth, GU28 9JA.

Members wishing to place an item on the agenda should notify Adam Chisnall via email: [adam.chisnall@westsussex.gov.uk](mailto:adam.chisnall@westsussex.gov.uk) or phone on 033 022 28314.

**To: All members of the North Chichester County Local Committee**

### **Filming and use of social media**

During this meeting the public are allowed to film the Committee or use social media, providing it does not disrupt the meeting. You are encouraged to let officers know in advance if you wish to film. Mobile devices should be switched to silent for the duration of the meeting.

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## **North Chichester County Local Committee**

19 June 2018 – At a meeting of the Committee held at 7.00 pm at Elsted Village Hall, Midhurst, GU29 0JY.

Present:

Dr O'Kelly (Midhurst;), Mr Bradford (Rother Valley;) and Mr Parikh (Bourne;)

Apologies were received from Mrs Duncton (Petworth)

Officers in attendance: Chris Dye (Area Highways Manager), Peter Lawrence (Principal Community Officer) and Monique Smart (Democratic Services Officer)

### **1. Election of Chairman and Vice Chairman**

1.1 RESOLVED that Mrs Janet Duncton be elected Chairman of the North Chichester County Local Committee for the municipal year 2018/19.

1.2 RESOLVED that Mr Viral Parikh be elected the Vice Chairman of the North Chichester County Local Committee for the municipal year 2018/19.

1.3 In the absence of the Chairman, the Vice Chairman chaired this meeting.

### **2. Welcome and introductions**

2.1 The Chairman welcomed everyone to the meeting. Members and Officers introduced themselves.

2.2 The Chairman highlighted information available for residents on the 'What Matters to You' Survey and Scam Prevention.

### **3. Declarations of Interest**

3.1 Mr David Bradford declared a personal interest in that he used to run a business with the local Parish Council Chairman who was present this evening.

### **4. Minutes**

4.1 RESOLVED – that the minutes of the North Chichester County Local Committee meeting held on 6 March 2018 be approved as a correct record and be signed by the Chairman.

### **5. Urgent Matters**

5.1 The Committee agreed to consider a Community Initiative Funding application from Equine Partners CIC for the Teens Construct to Connect project. The Chairman explained that this had not been included in the original despatched agenda. The details of the project were available online and had been circulated to Members in advance. The application would be considered at agenda item 8.

**6. Progress Statement**

6.1 Members considered the statement on matters arising from previous meetings (copy appended to the signed minutes). The following comments were made:

- Steven Moorley from Midhurst Town Council asked when a planning application would be submitted with regard to the Midhurst Household Waste Recycling site. The Chairman stated that he would ask Officers to get back to Mr Moorley with a response.

**7. Velo South**

7.1 The Chairman welcomed Matt Hodgson and Richard Relton from CSM Active who provided a presentation to the Committee about the proposed closed road cycle event planned for 23 September. A copy of the presentation was attached to the minutes.

7.2 Following the presentation the following issues were raised and responses made:

- South East Coast Ambulance Service (SECAmb), West Sussex County Council (WSCC), Chichester District Council (CDC) and Horsham District Council (HDC) have been fully engaged in the planning of the event and part of safety advisory groups.
- CSM Active was a private company not a Charity. They confirmed that they were not expected to make a profit from the first year of the event.
- Residents expressed concern that those with homes and businesses on the closed route would essentially be 'trapped' in their homes for up to 9 hours. Those with no driveways asked where they would park their vehicles. CSM Active stated they were working along the route to identify other locations that residents can park.
- Some residents who live on the route stated that they had not received the original leaflet through the door. CSM Active apologised and confirmed that a third party organisation had been used to deliver the leaflets but that they would be undertaking a second round of deliveries soon.
- A Member asked if local residents could join in for small sections of the route. CSM Active responding stating that for safety reasons this would not be possible. However communities were being encouraged to put on events around the route.
- Concern was raised that no formal decision had been made by WSCC to close the roads. Matt Davey from WSCC was present in the audience and stated that CSM Active had engaged the County

Council requesting Temporary Traffic Regulation Orders (TTRO) to allow road closures. There was no requirement for the Council to make a formal decision about the road closures as the event does not involve expenditure by the Council. Mr Davey also confirmed that the process for a TTRO would not require public consultation.

- The Chairman and CSM Active encouraged anyone with specific concerns about access to contact the CSM Active helpdesk to discuss individual requirements.

## 8. **Community Initiative Funding (NC02(18/19))**

8.1 The Committee considered a report by the Director of Law and Assurance (copy appended to the signed minutes), which detailed applications for Community Initiative Funding. The Committee debated the respective merits of the projects for which funding was sought.

8.2 Resolved – that the following pledge was approved:-

- 229/NC – Teens Construct to Connect, up to £1000– Towards a hen coup and equine assisted learning sessions.

## 9. **Nominations for Local Authority Governors to Maintained Schools and Academy Governing Bodies (NC01(18/19))**

9.1 The Committee considered a report by the Director of Education and Skills (copy attached to the signed minutes).

9.2. Resolved –That the Committee approved the following nominations for appointments:-

- Mr Chris Hawker to Rogate C.E. Primary School for a four year term
- Mrs Laura Jandac to Midhurst Primary School for a four year term

## 10. **Talk With Us**

10.1 The Chairman invited questions from those in attendance and the following matters were discussed:

- Margaret Guest asked Members to ensure that the County Council always consider rural issues when making decisions or starting new initiatives or projects. She suggested they come together with the Members of other rural areas across West Sussex and lobby the Cabinet to 'rural proof' any decisions. *The Chairman agreed this was a good suggestion and stated that with the CLC support he would ask the question to Cabinet.*
- There was a request that the strength of feeling and number of concerns about the proposed Velo South event be feedback to the decision makers at WSCC.
- It was confirmed that a petition would need 3000 signatures before it could be considered at a County Council meeting.
- Representatives from Rogate Parish Council questioned a Traffic Regulation Order to alter waiting restrictions in a scheme that had previously agreed not to include any yellow lines. The Area Highways Manager confirmed that an independent road safety audit

had been undertaken and recommended some lines. Representatives from Rogate and the local Member stated that they had not been made aware that such an audit would be undertaken when the scheme was originally agreed. They suggested this should have been made clearer and should be made clearer to those applying for Highway Schemes in the future.

**11. Date of Next Meeting**

11.1 The Chairman confirmed that the next meeting of the North Chichester County Local Committee would be held on Tuesday 6 November 2018 at a venue to be confirmed.

Chairman

The meeting closed at 8.40 pm



**North Chichester County Local Committee****6 November 2018****Plaistow ( Ifold) - Plaistow Road Speed Limit Assessment****Report by the Director of Highways & Transport****Ref No:  
NC03 (18/19)****Key Decision:  
No****Part I****Electoral  
Division:  
Petworth****Summary**

The local member for Petworth has asked for an application for a reduced speed limit in the village of Ifold to be reviewed following an application from Plaistow Parish Council asking for a lower speed limit to be introduced. The length of road is currently subject to a 40mph speed limit

The existing speed limit of 40mph on Plaistow Road, Ifold, measured against the County Council's core policy is set at a level appropriate for the route. However the Committee can authorise the advertisement of a 30mph speed limit under flexibilities defined in paragraphs 1.6, 1.7 and 3.4 of the County Council's Policy having considered issues raised by officers and Sussex Police.

**Recommendation.**

That the North Chichester County Local Committee, advises the Director of Highways and Transport whether it wants to exercise its powers to depart from established speed limit criteria and include a proposal to reduce the speed limit on Plaistow Road, Ifold in the Committee's Traffic Regulation Order (TRO) Programme.

**Proposal****1. Background and Context**

- 1.1 On the 31 May 2018, the County Council received an application for a community led traffic regulation order (TRO) from Plaistow Parish Council and a local resident, to lower the speed limit through the village of Ifold, from the existing 40 mph to 30mph.
- 1.2 A study was undertaken to ascertain whether the application met the County Council's Core Policy for the introduction of new speed limits and it does not.

- 1.3 The County Council's Speed Limit Policy (Appendix A) requires a route assessment and a speed assessment to be carried out to determine the appropriate speed limit for a road.
- 1.4 The road through Ifold village is highly developed on the north side of the road and the route assessment is more than adequately met.
- 1.5 A traffic speed and volume count was carried out between the 19 and 25 September 2016 at a location just to the east of Foxbridge Lane, located centrally within the existing 40mph speed limit. The average speeds were recorded at 36.8 mph eastbound and 37.6 mph westbound.
- 1.6 Paragraph 2.1, Table 1 of the Policy requires that for a 30mph speed limit to be applied average recorded speeds are required to be below 33mph. Consequently the average speed element of the County Council's core Policy is not met.
- 1.7 At a County Council meeting held on the 12 February 2010 members voted to amend the Policy at that time, to give County Local Committees (CLC) the option to over-ride the core policy in order to promote 30mph speed limits in villages, paragraphs 1.6, 1.7 and 3.4 of the Speed Limit Policy (Appendix A) refers.
- 1.8 As a result of the flexibilities contained within the Policy, members can determine if the road is suitable for a 30mph speed limit. However officers have a number of concerns over such a proposal which should be taken into account in reaching a decision.
- 1.9 The road has a good road safety record with the Police accident data recording two slight injury accidents in the latest five year period, both of which were non speed related. Consequently the proposal would not contribute to casualty reduction
- 1.10 Advice from the Department for Transport (DfT) reinforces the principal that the need for new speed limits should be evidence led, self-explaining and seeks to reinforce people's assessment of what is a safe speed to travel. Such advice would be disregarded if a lower limit were to be introduced.
- 1.11 The above would lead to drivers becoming more accustomed to exceeding posted speed limits with the possible consequential effects on road safety in areas with existing 30mph speed limits.
- 1.12 As this proposal would depart from national advice on the setting of local speed limits and the County Council's core policy, this is unlikely to be supported by the Sussex Police.

- 1.13 Officers recommendation is that the speed limit should remain unchanged at 40mph.

## **2. Proposal**

- 2.1 The proposal would introduce a 30mph speed limit TRO) to replace the existing 40mph speed limit TRO introduced in 2004 (Appendix B – Plan )

## **3. Resources**

- 3.1 There are no resources implications at the present time as the decision has not been taken to take the proposal forward.
- 3.2 The estimated value of the work should be approved for inclusion the CLC's TRO Programme is £2690.

### **Factors taken into account**

## **4. Consultation**

- 4.1 **Members** – The local member for Petworth Division was consulted, and supports the proposals in principle within the context of the County Council's Policy insofar as it is an issue for the wider CLC to consider.
- 4.2 **External** - Sussex Police has indicated that its experience of departures from the national advice and the County Council's core policy in setting of speed limits results in poor levels of compliance. Consequently, unless engineering measures are proposed to support the lower speed limit, it is possible that the Police will formally object to the lowering of the speed limit on Plaistow Road should such a proposal come forward. (Appendix C - Police Response)
- 4.3 **Public** – There has been no public consultation on the proposal as it is a matter of Policy determination and application. Further consultation would be undertaken in accordance with statutory requirements should the CLC include this speed limit TRO in its programme and a scheme proposed. Any formal objections would be considered by the in accordance with the County Council policy.

## **5. Risk Management Implications**

- 5.1 There is a risk that community aspirations will not be met through the implementation of this proposal in the likelihood that compliance with the lower speed limit is poor. This may lead to requests from the local community for additional measures to ensure compliance.
- 5.2 Implementing the speed limit away from national guidance could leave the County Council open to a legal or judicial criticism if road safety or enforcement issues arise. However the risk of this occurring is considered to be low and by limiting changes to roads with a 40mph speed limit, further reduces the potential exposure to risk.

## **6. Equality Duty**

- 6.1 The protected characteristics as defined in the Equality Act were duly considered in the course of the development and design of this TRO proposal and no relevant impact emerged.
- 6.2 Equality Act issues will be considered again should the CLC approve the promotion and public consultation of a new TRO at this location.

## **7. Social Value**

- 7.1 The Social Value of the proposal will be considered should the CLC approve the promotion and the public consultation of a new TRO at this location.

## **8. Crime and Disorder Act Implications**

- 8.1 Sussex Police have raised concerns about the Crime and Disorder Act implications in their objection (Appendix C).
- 8.2 The CLC may consider that there is safety and community benefits from implementing a lower speed limit under the flexibilities defined in paragraphs 1.6, 1.7 and 3.4 of the County Council Policy (Appendix A) that outweigh the Crime and Disorder Act implications.

## **9. Human Rights Implications**

- 9.1 It is unlawful for a public authority to act in a way that is incompatible with a convention right. The Human Rights Act has been considered. The rights of those living in villages and those that use the road to travel the road networks have been considered. Neither option is considered to have insurmountable Human Rights implications

### **Matt Davey**

Director of Highways & Transport

**Contact:** Neil Smith, Traffic Engineer: 033 022 25579

### **Appendices**

Appendix A – Speed Limit Policy

Appendix B – Plan

Appendix C – Police Consultation Response

### **Background Papers**

None

West Sussex County Council

SPEED LIMIT POLICY (2010)

1. Introduction

- 1.1 The speed management strategy was adopted in August 2000 and amended in February 2002. The strategy included revised speed limit criteria, supported by Sussex Police, which modified the previous criteria adopted in 1993. Recent guidance from DfT in 2006 has been taken into account in updating the criteria to reflect current views on the setting and evaluation of speed limits. This policy includes criteria for the setting of speed limits. A key objective in the national document is to achieve compliance such that average (mean) speeds are within or close to the set limit.
- 1.2 Speed limit criteria are used for setting speed limits aimed at responding to speed limit violation and public concern about traffic speed, and contributing towards the overall strategy for speed management as part of the Road Safety Strategy within the West Sussex Transport Plan. The aim is to encourage consistency of setting speed limits throughout the County, to encourage understanding and compliance by drivers. The speed limit criteria incorporate two principal factors for assessment:
- traffic speed (speed assessment)
  - character of the route (route assessment)
- 1.3 Other factors to be taken into account are:
- the length of the route for the speed limit,
  - the rate of injury accidents along the route,
  - other means of intervention to improve safety.
- 1.4 The impact of the revised criteria will be to enable more appropriate speed limits where people live, particularly in rural villages, and where there are significant numbers of vulnerable road users\*, such as outside schools.
- 1.5 Speed limits should not be used to attempt to solve the problem of isolated hazards, such as a single road junction or reduced forward visibility such as a bend. The setting of speed limits should avoid departure from evidence based proposals leading to the introduction of inappropriate speed limits which are unlikely to be understood or complied with by drivers. This would result in increased numbers of drivers exceeding the posted speed limits, thereby breaking the law, and causing excessive resource implications for enforcement.

\*Note: Vulnerable road users include pedestrians (particularly children, the elderly and disabled), cyclists and equestrians.

- 1.6 However County Councillors consider that not enough is being done to address the concerns of residents in villages. Therefore at the County Council meeting on 12 February, 2010, Councillors voted to amend the policy. The decision was to:-**
- **promote the aim to have 30mph in all villages**
  - **remove the requirement to link the decision to actual speeds**
  - **give CLCs more scope and opportunities to recommend lower limits, and**
  - **give priority to villages with an existing 40mph.**

**1.7 The following policy and criteria reflects the national guidance, except relating to villages with 40mph limits where the decision referred to in 1.6 above gives CLC the option to over-ride it in order to promote a 30mph limit.**

2. Revised Criteria- Assessment

2.1 Speed Assessment.

The average (mean\*\*) speeds appropriate for each speed limit are shown in Table 1. Note that the measurement of the existing average speed is rounded down to the nearest whole number before applying the specific criteria. (For example an average speed of 41.9 mph or less would qualify for a 40 mph limit).

Table 1 SPEED ASSESSMENT

<b>Speed Limit</b>	60	50	40	30	20
Average Speed to be <b>below</b>	62	52	42	33	24

\*\*Note: The term "mean speed" is a statistical reference and to avoid being over technical the term "average speed" is used instead.

2.2 Route Assessment

The route assessment is attached as Table 2 below. Key features are:

- For a 20mph limit, existing average speeds should be within the criteria, or measures should be provided to ensure that the criteria are met for the new limit.
- For a 30mph limit there should be at least 30% of the route length with frontage development on both sides of the road, or 50% of the route length with frontage development on one side of the road. In villages this may be interpreted as at least 20 properties having direct, individual access along the route (within a length of 600m or 400m, see Route Length Assessment below).
- For a 40mph limit there should be some frontage and/or frequent bends, junctions or accesses with regular daily use indicating a degree of potential conflict along the route.
- For a 50 mph limit there is no specific requirement for frontage access. Routes would be of a rural or suburban nature with few vulnerable road users present.

2.3 Route Length Assessment

The recommended minimum route length for a speed limit is 600m. In exceptional circumstances this may be reduced to 400m, for example when considering a compact village location along a route, or where appropriate as a "buffer" length to provide a transition to a much lower limit. If a buffer length of intermediate limit is provided, the maximum recommended length is 800m. Where multiple changes of speed limit occur along a route, intermediate lengths should not be less than 600m. The objective should be to achieve a balance between providing reasonable consistency of speed limit along the route and the need to encourage awareness of lower speed limits appropriate for key sections of the route where risks are higher.

## 2.4 Injury Accident Rate

Routes with persistently high numbers of injury accidents will continue to be assessed for speed management including lower speed limits where other measures alone are insufficient to improve road safety. The existing weighting system (3 for fatal, 2 for serious, and 1 for slight injury) will continue to be used in assessing the "weighted casualty rate per kilometre". Route lengths with the highest weighted casualty rates per kilometre will be given priority for consideration of lower speed limits. In addition the "risk rating", measured as the number of fatal and serious accidents per billion vehicle kilometres, will also be considered when assessing priorities for intervention.

## 3. Intervention and Application of the Criteria

### 3.1 If the assessment criteria are not directly met the following factors may be taken into account:

- When the frontage aspect of the route assessment criteria is not met, but the area is of a sensitive or special nature or where there is significant risk to vulnerable road users, and the speed assessment criterion is met, then a lower limit may be considered.
- When the speed assessment criterion has not been met, but the route assessment criteria are met, if associated engineering or other speed reducing measures can be implemented to bring down average speeds sufficient so that the speed assessment criterion is met then a lower limit can be implemented.

### 3.2 A site would meet the criteria for a speed limit if:

- the speed assessment criterion (Para. 2.1) is met; or
- any necessary additional measures can be funded and implemented to ensure that the speed assessment criterion is met;  
and
- the route assessment criterion (Para. 2.2) is met;  
and
- the route length assessment criterion (Para. 2.3) is met.

### 3.3 Subject also to 3.2 above, a high casualty rate (see 2.4 above) would contribute to the justification of a lower limit of 50 mph, or exceptionally 40 mph, on rural roads.

### **3.4 Due to the decision, referred to in 1.6 above, CLCs may promote a change from 40mph to 30mph in villages without associated engineering measures which would otherwise fall outside of these criteria.**

## 4. Advisory Limits

### 4.1 Advisory limits will only be used where formal (legal and enforceable) speed limits are not appropriate, or as part of a trial package of measures for speed management purposes. All advisory limits will require specific Cabinet Member approval, and will usually be limited to the following:

- Temporary speed limits implemented for safety reasons in advance of a permanent formal speed limit;
- School safety zones, where advisory limits of 20mph or 30mph may be applied in association with appropriate safety zone signing;
- When used as warning signs for specific hazards, used in accordance with national guidance and as part of a road safety scheme.

- 4.2 Where advisory limits are applied the speed limit criteria may be relaxed from the values in Table 1 by the addition of 3mph to the normal values. (For example, an average speed of 26.9 would be the maximum for the assessment and application of a 20mph advisory limit.)

**March 2010**

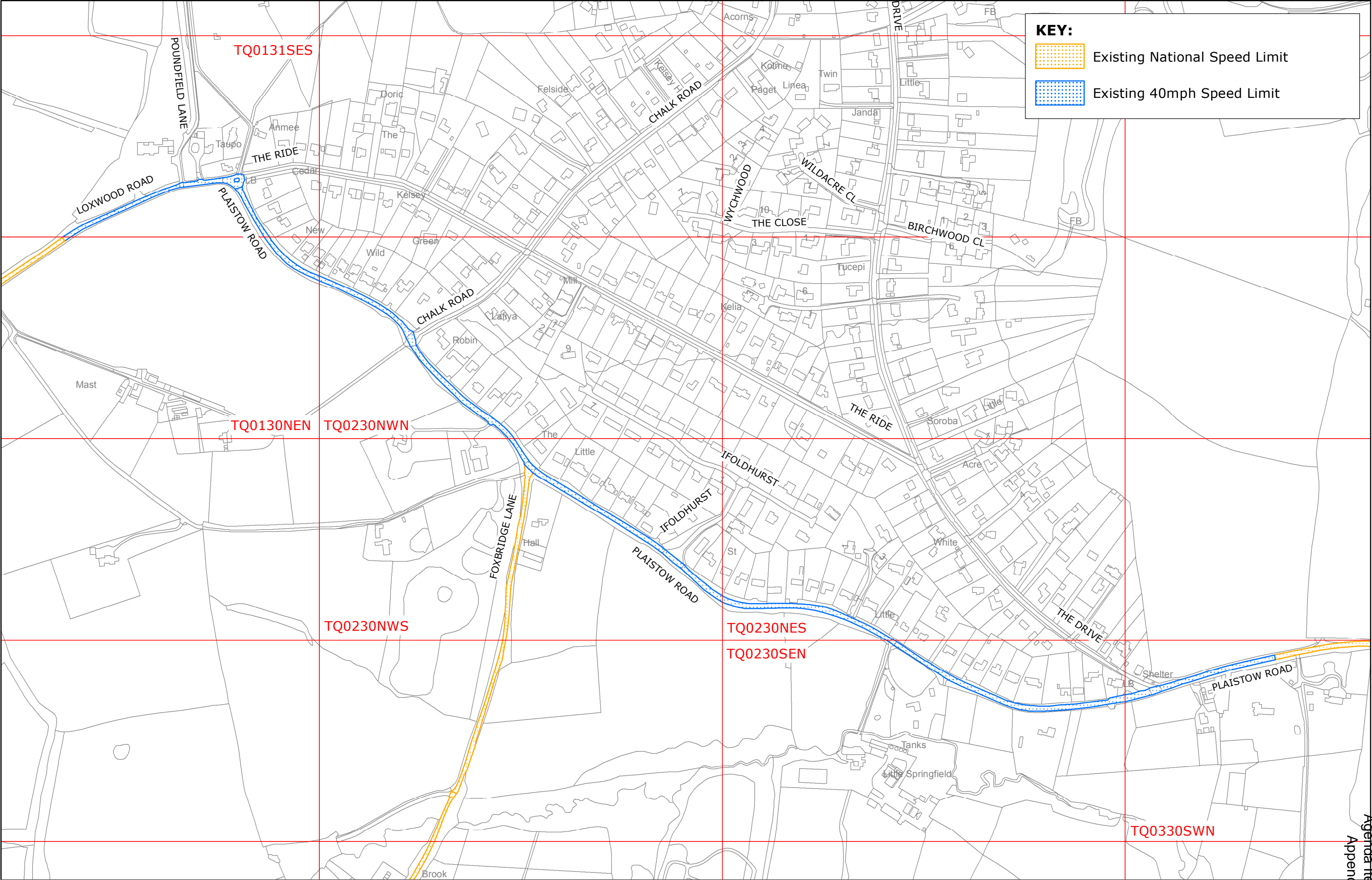


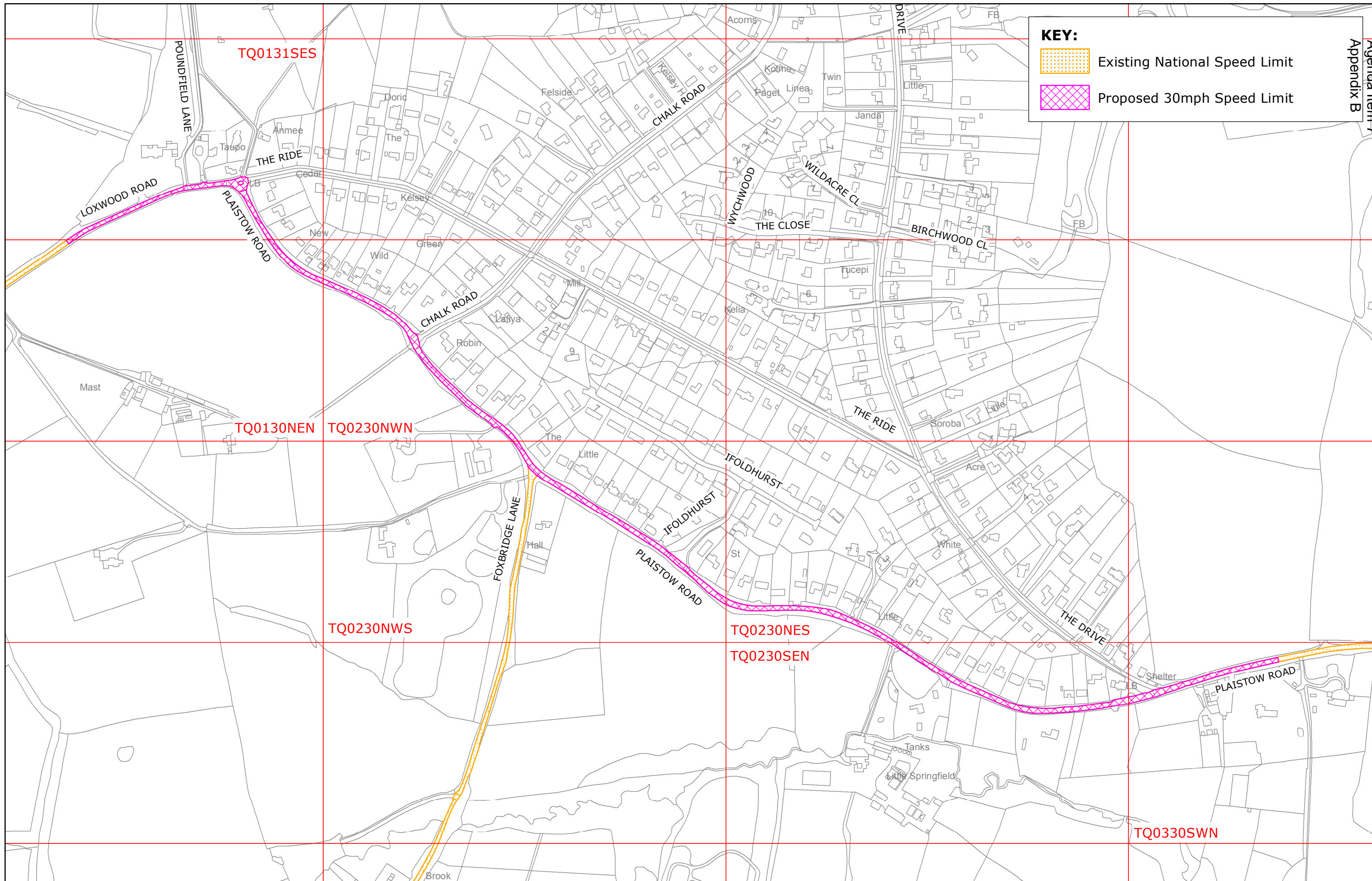
Table 2 ROUTE ASSESSMENT

SPEED LIMIT / CHARACTER OF ENVIRONMENT	TYPE AND CHARACTER OF ROAD AND TRAFFIC COMPOSITION
20 mph Speed Limit or Zone	
Access and local distributor roads. Residential, housing estates, shopping streets or routes near schools may be considered.	Either engineering measures have been undertaken to ensure that the average speed will be below 24 mph or the existing conditions control speed sufficiently. High proportion of vulnerable road users*.
30 mph Speed Limit	
Built up / partially built up areas. Properties with frontage access, e.g. schools, private and commercial premises. Proportion of route length with frontage / access usually exceeding 30% on both sides of the road, or 50% on one side of the road. May include less developed lengths between 30 limits which are too short for a higher limit.	(i) Urban streets. (ii) Roads through villages and identified rural settlements. Significant numbers of vulnerable road users*.
40 mph Speed Limit	
Partially built up areas with limited frontage access, or route lengths with frequent bends, junctions or accesses. May include undeveloped lengths between existing speed limits of 30 and 40, 40 and 40, or 40 and 50mph which are too short for a higher limit.	(i) Urban distributor roads. (ii) Roads through villages and identified rural settlements. (iii) Lengths of rural road identified as high risk and/or having high accident rates. A noticeable presence of vulnerable road users*.
50 mph Speed Limit	
Limited development and frontage access.	(i) Suburban or rural single carriageways. (ii) Suburban dual carriageways with frequent junctions, or frontage / development access. (iii) Lengths of strategic rural roads identified as having high accident rates. Few vulnerable road users*, or segregated crossing facilities, or controlled crossing facilities with appropriate speed management measures.
60 mph Speed Limit	
Limited development and frontage access.	(i) Suburban or rural single carriageways. (ii) Suburban dual carriageways with frequent junctions, or frontage / development access. Few vulnerable road users*, or segregated crossing facilities.

Note: \* Vulnerable road users include pedestrians (particularly children, the elderly and disabled), cyclists and equestrians.

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**Consultation Response from Sussex Police Response**

**From Sussex Police**

**Sent:** 15 August 2018 16:57

**To:** Neil Smith

**Subject:** RE: Plaistow (Ifold) - Plaistow Road - - Application for a 30mph speed Limit - Pre Consultation

Dear Neil,

As you are aware, Sussex Police formally objected to the policy easement Councillors gave themselves in relation to the lowering of 40mph speed limits in these circumstances because it is contrary to established practice and the advice and guidance contained within the Department for Transport's Circular Roads 1/2006 and 2013.

The concerns expressed by Sussex Police in their formal letter of objection at the time have been realised, in as much, that when such lower limits are introduced the compliance levels are generally lower than at those locations where the speed assessment criterion is met, resulting in Crime and Disorder Act issues, where there were none previously. As a consequence, the high expectations of the public are not met and this generates complaints to the police for speed enforcement activity to force compliance. There are a number of examples across the County where this is the case, on this occasion I will highlight two, Clays Hill, Bramber and Billingshurst Road, Ashington. Both examples have similarities to Plaistow Road, where there is very little frontage on one side of the road making it look less like a built-up area where a 30mph speed limit is the obvious default.

The philosophy of the DfT and WSCC, according to many of their consultation documents, is that speed limits should be self-enforcing. It is not the role of the police to make a badly sited, inappropriate or unrealistic speed limit work. That said, we would always enforce lawful speed limits and where drivers were detected by officers exceeding it, they would be dealt with as appropriate in the circumstances. I would add however, the Service has limited capacity and resilience and will assume that if correctly placed, speed limits will be self-enforcing and that the highway authority will be responsible for ensuring it meets those aims.

Therefore, if this matter were to be progressed, it is the expectation of Sussex Police that suitable engineering measures will be introduced to adequately influence driver behaviour to ensure the speed assessment criterion, normally associated with the introduction of a 30mph speed limit is met. If this is not the case, it is quite possible Sussex Police will formally object to the lowering of the speed limit.

Yours sincerely,

Ian Jeffrey

Traffic Management West

Road Policing Unit

Surrey Police and Sussex Police – Operations Command

Correspondence Address: Police Station, Ham Road, Shoreham By Sea, West  
Sussex, BN43 6DB

[www.surrey.police.uk](http://www.surrey.police.uk)

[www.sussex.police.uk](http://www.sussex.police.uk)

**From:** Neil Smith [

**Sent:** 15 August 2018 16:03

**To:** Jeffrey Ian 63711

**Subject:** Plaistow ( Ifold) - Plaistow Road - - Appliction for a 30mph speed Limit  
- Pre Consultation

Hi Ian

The County Council received an application to reduce the speed limit on Plaistow  
Road Ifold

I have assessed the development criteria as being met

The County Council has speed data collected (2016) from the location shown on  
the attached plan, so it is within the required time frame to manage  
applications for a new TRO request and postdates the introduction of the  
40mph Speed Limit Order made in 2004. The average speeds are between  
36.8mph and 37.6mph, which exceeds the maximum average speed (32.9mph)  
intervention level defined in the County Council's Policy .

However the proposal falls within the area of Policy ( Paras 1.6, 1.7 and 3.4)  
where the local CLC may depart from established criteria and instruct officers to  
promote a TRO for a lower speed limit.

The proposal is promoted by Plaistow Parish Council with local support. The Local  
Member (Janet Duncton) feels she has no option other than to support Parish as  
it is clearly falls within the stated aspirations of the policy, the location being  
within a named village currently subject to a 40mph speed limit.

This process requires an additional Report to go to the CLC so I write now to  
seek your formal view on the proposal to lower the existing 40mph speed limit  
on Plaistow Road to 30mph.

I attach a copy of the plan ( existing and proposed) , speed data and my assessment of the proposal.

I look forward to hearing from you in due course .

Many thanks

Regards

Neil

**Neil Smith**

Traffic Engineer (Part Time Wednesdays and Thursdays )  
Economy, Infrastructure and Environment  
Highways and Transport  
West Sussex County Council

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**North Chichester County Local Committee****6 November 2018****Prioritisation of Traffic Regulation Orders 2018/19****Report by Director of Highways and Transport and  
Head of Highways Operations****Ref No:  
NC04 (18/19)****Key Decision:  
No****Part I****Electoral  
Divisions:  
All in CLC area****Executive Summary**

Community requests for Traffic Regulation Orders (TROs) that cost under £3,000 to implement are considered annually by County Local Committees (CLCs). More complex TROs are considered for progression as a Community Highways Scheme and so fall outside the process.

The TRO Requests received since July 2017 have been assessed and scored and the results are attached for the CLC to consider and prioritise in line with the Cabinet Member Report for Traffic Regulation Orders – Assessment and Implementation Process (see link in Background Papers) for progression in the 2019/20 works programme.

**Recommendation**

That the Committee reviews the proposals and agrees to progress the highest scoring TRO from the list attached at Appendix A, subject to any adjustments made at the meeting.

**Proposals****1. Background and Context**

- 1.1 Traffic Regulation Orders (TROs) are legal orders that support enforceable restrictions and movements on the public highway. For the purposes of this report the term TRO includes speed limits, parking controls, and moving offences such as width restrictions and Heavy Goods Vehicles (HGV) restrictions.
- 1.2 TROs are generated from four sources including:
  - County Local Committees (requests from members of the public)
  - 3<sup>rd</sup> party / developer schemes
  - Highway improvement schemes through the Integrated Works Programme (IWP) – traffic calming, school safety, etc.)
  - Parking schemes in partnership with District & Borough Councils.

This report deals with County Local Committee TROs only.

- 1.3 The framework for assessing TROs was approved by the Cabinet Member for Highways and Transport in March 2016. In summary, the framework assesses TROs against four criteria: Safety, Traffic Conditions, Environment & Economy and People which give the acronym STEP. A new assessment framework was considered necessary to align with the County Council's corporate priorities and the increasing demand for TROs across the county. Full details of the criteria can be found in the Cabinet Member Decision report:

[http://www2.westsussex.gov.uk/ds/edd/ht/ht14\\_15-16.pdf](http://www2.westsussex.gov.uk/ds/edd/ht/ht14_15-16.pdf)

- 1.4 Following a review of County Local Committees (CLC) in 2016/17 the number of CLCs reduced from 14 to 11. Therefore the TROs have been reallocated as detailed in the table below. There has been no reduction in the number of TROs.

<b>CLC and Number of Members</b>	<b>No of TROs</b>
Adur (6 Members)	2
Worthing (9 Members)	3
Joint Eastern Arun Area (6 Members)	2
Joint Western Arun Area (7 Members)	2
North Chichester (4 Members)	1
South Chichester (7 Members)	2
Crawley (9 Members)	3
Chanctonbury (4 Members)	1
North Horsham (8 Members)	3
North Mid Sussex (5 Members)	1
Central & South Mid Sussex (8 Members)	3
NEXT TOP Scoring TRO County Wide	15
<b>Total TROs (Indicative)</b>	<b>38</b>

- 1.5 Appendix A lists the TROs identified as being viable for progression, and from which the CLC will prioritise its allocation for progression.

## 2. **Proposal**

- 2.1 The Committee is asked to consider the list of TRO requests and, subject to any desired changes, to approve the applicable quota as a programme of work to be initiated over the coming year and delivered in the 2019/20 works programme.
- 2.2 The CLC is requested to progress the highest scoring TRO within the CLC area. Whilst there is scope to progress a lower scoring TRO as a preference, sound justification should be provided for doing so as this will be at the expense of a request that is considered by officers to be a higher priority.
- 2.3 Should a CLC not select their full allocation (see 1.4 above), any outstanding requests can be considered at the subsequent CLC meeting.

- 2.4 Any TROs not selected as the highest priorities for CLCs may be considered on a priority basis for progression on a county-wide basis at the Cabinet Members discretion.
- 2.5 In accordance with the report detailed in the background papers, the list in Appendix A details all the CLC requests that have been received in the last year (July 2017 – July 2018) as well as those that were available to be selected in the 2017 round of TROs. The seventh column in Appendix A has five options:
  - 2.5.1 **Selected** – This option is allocated by officers once a TRO has been selected by the CLC for processing / implementation.
  - 2.5.2 **Approved 18** – This means the TRO has been received this year and is available to be selected by the CLC. If not selected this will be available for selection next year.
  - 2.5.3 **Approved 17** – This means the TRO has been received last year and is available to be selected by the CLC. This option will not be available for selection next year.
  - 2.5.4 **In progress** – Officers have received a request. The request has not been rejected but has not yet demonstrated all the necessary criteria to allow it to be selected and work is being undertaken to achieve this. This option is not available to be selected by the CLC
  - 2.5.5 **Rejected** – Officers have received a request, however it has not achieved all the necessary criteria to allow it to be selected and no further work is being undertaken to achieve this. This option is not available to be selected by the CLC.

### 3. **Resources**

- 3.1 The proposals contribute to the County Council's objectives for transport and present the most effective way of meeting community needs and resolving the growing demand for TROs within the resources available.
- 3.2 Section 1.4 of this report confirms the CLCs can choose up to a maximum of 23 TROs. The maximum allowable cost of a TRO requested through this community process is £3,000. Hence the proposals by the CLCs could potentially cost £69,000. However, many of the requests such as dDouble Yellow Line Parking Restrictions have a low implantation value - £600 so it is currently anticipated that the CLC requests will be managed within the £50,000 budgeted within the Highways Capital Budget.

### **Factors taken into account**

#### 4. **Consultation**

- 4.1 Individual member support has been gained for each proposal and reasonable local community support has been demonstrated. As with any TRO, wider consultation will be carried out in the usual way as each of the TRO requests is processed.

**5. Risk Management Implications**

- 5.1 The higher the priority score, the greater the potential benefit to the communities who use West Sussex Highways. Should the CLC not select the top scoring TROs consideration should be given if this could expose the county council to any risk if challenged.

**6. Other Options Considered**

- 6.1 The proposals must also pass a feasibility test and STEP assessment undertaken by WSCC Officers and reasonably supported by the public as well as the local member. Given this, the attached list of schemes represents the most viable options for consideration for prioritisation. Hence no further options are considered.

**7. Equality Duty**

- 7.1 This report is seeking the consideration of schemes for prioritisation and does not have direct implications under the Equality Act, though it should be noted that it is unlawful to prioritise a scheme which discriminates against people with protected characteristics. The schemes chosen by the CLC for progression will be individually assessed under the Equality Act as they are developed further.

**8. Social Value**

- 8.1 The proposed approach allows for the community via the CLC to progress and deliver their concerns through a consistent route to enable social, economic or environmental benefits to the County.

**9. Crime and Disorder Act Implications**

- 9.1 There are no identifiable Crime and Disorder Act implications associated with the process of choosing the forthcoming CLC TRO priorities. Any schemes formally proposed will have further appropriate considerations with regards to crime and disorder, which will include consultation with the police and other key stakeholders.

**10. Human Rights Act Implications**

- 10.1 There are no Human Rights Act implications associated with the process of choosing the forthcoming CLC TRO priorities.

**Matt Davey**

Director of Highways & Transport

**Michele Hulme**

Assistant Head of Highway  
Operations

**Contact:** Chris Dye, Area Highway Manager – 033 022 25707

**Appendices**

Appendix A – TRO Priority List

**Background Papers**

[http://www2.westsussex.gov.uk/ds/edd/ht/ht14\\_15-16.pdf](http://www2.westsussex.gov.uk/ds/edd/ht/ht14_15-16.pdf)

Confirm Enquiry Number	Division	Parish	Dominant Road Name	TRO Type Parking / Speed Limit / Moving	Summary	Selected / Approved / In progress / Rejected	Approx. Cost	Score
437276	Petworth	Plaistow	Plaistow Road ( Ifold)	Speed Limit	Reduction of the existing 40mph Speed Limit. Combined application from a resident and the Parish Council. The proposal doesn't meet the County Council's Core Policy criteria. As the mean speeds are too great. The local member has authorised that a Report be submitted to the CLC (Nov 2018) to consider an exception under paras 1.6, 1.7 and 3.4 of the Policy to consider whether the scheme should be included in the programme. Sussex Police has confirmed its objection to the proposal should there be no engineering measures to support speed reduction.	In Progress	£2,690	22
437889	Rother Valley	Graffham	All roads		The application was for an area wide 20mph speed limit applying to all roads within the village. Consequently the level of consultation required notwithstanding the cost implication made this a complex TRO and not within the ambit of the CLC TRO Programme	Rejected	N/A	

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## **Community Highway Schemes – Update November 2018**

### **Introduction**

The current prioritisation process for Community Highway Schemes (community-led improvement schemes) was established in 2016. This process is a 'prioritised approach' where community requests are considered by assessment against a scoring matrix and the resulting priority scores are used as a basis to establish a forward programme for these works. The programme is subject to funding availability (county council capital funding and developer contributions secured under s106 agreements) and resources.

### **Evaluation of Submitted Schemes**

In line with the agreed process, a moderation team, comprising of officers of from Highways Operations (Area Teams), Highways Improvements and an Independent officer met in August and September 2018 to consider all applications for improvements schemes received by 31 July 2018. Over 60 applications were submitted

It has previously been determined that a minimum score of 40 points is required for a scheme to meet the set criteria appropriate to deliver a sustainable and beneficial highways improvement that aligns with the County Council priorities.

It should be noted a score of over 40 in this process does not always guarantee a scheme will be programmed as it depends on the available budget set on an annual basis.

### **Results of Evaluation**

The 12 schemes achieving the 40 point minimum score and recommended for progression to the next stage of the process are shown in Appendix A, the schemes not achieving the 40 point score and not recommended for progression are also shown in Appendix A.

Approved schemes will form the proposed community schemes programme which will be included on the West Sussex County Council (WSCC) Annual Delivery Programme for design in 2019/20. The Annual Delivery Programme is subject to final budget allocations and programme approval. It is planned to start delivering these schemes as part of the WSCC Annual Delivery Programme from 20/21 onwards (again subject to feasibility & availability of funding).

Some schemes of a more complex nature involving a greater degree of public consultation or legal orders may need to be constructed in subsequent years.

As part of all scheme design and feasibility, there may be issues identified in more detailed investigations and surveys which demonstrate that a scheme is no longer viable.

Rejected schemes in Appendix A will not be progressed. However, should additional supporting information become available they could be resubmitted in the future. For example, if there is a material change to circumstances since the original application that could alter the scoring of the application such as a new external funding opportunity has arisen or a new consultation exercise has been undertaken and provides new supporting evidence.

#### **Update on schemes previously agreed for progression**

Currently 36 schemes have been approved for progression since the Community Highway Scheme process was introduced in 2016; progress of these schemes is included in Appendix A.

#### **Future Applications**

We would like to encourage online applications for new Community Highway Schemes to be considered for possible inclusion in the 2020/21 annual works programme for design and feasibility. To ensure we meet the new timetable for budget setting and approval, applications need to be received by the end of June 2019.

#### **Appendices**

Appendix A – Community Highway Schemes



### Community Highway Schemes 2018 - Approved November 2018

Applicant	Parish	Local Member	Scheme Name	Description	Approx Cost £	Comments
Parish/ Town Council	Petworth	Janet Duncton	Crossing Request A272	Controlled Pedestrian Crossing	£80,000	Community Scheme has been reviewed and accepted as meeting criteria for progression. Subject to approval of budget and Annual Delivery Programme, this will now be designed in 19/20 with delivery 20/21 onwards. Please note all schemes are subject to feasibility which can result in issues which may prevent final delivery.

### Community Highway Schemes 2018 - Rejected November 2018

Applicant	Parish	Local Member	Scheme Name	Description	Approx Cost £	Comments
None						

Community Highway Schemes – Approved for design 2017 - Update November 18				
Details	Area Highway Manager	Local Member	Est. cost £	Update
Wisborough Green – Durbans Road/Kirdford Road junction improvements, footway works & Village Green Lay-by	Chris Dye	Janet Duncton	£70,000	Outline designs are being discussed with parish council. Implementation planned for 19/20. Possible issue is the need to get approval from SoS for work on 'village green' land.

Community Highway Schemes – Approved for design in 2016 - Update November 18				
Details	Area Highway Manager	Local Member	Est. cost £	Update
None				

### Community Initiative Funding: Summary for 2018/19 and 2017/18

The following applications have received funding during the **2018/19** financial year to date:

<b>Applicant</b>	<b>Summary</b>	<b>Member</b>	<b>Awarded</b>	<b>Feedback</b>
<b>229/NC</b> - Teens Construct to Connect	Towards the cost of materials for adopted teens to build a hen coop	Janet Duncton	£1,000	Feedback received

The Committee has £14,792.84 remaining to allocate in 2018/19.

The following applications received funding during the **2017/18** financial year:

<b>Applicant</b>	<b>Summary</b>	<b>Member</b>	<b>Awarded</b>	<b>Feedback</b>
15/NC Lodsworth Village Hall	towards the replacement of Tables, crockery and chairs	Previous Member	£1875.00	
26/NC Petworth and District Community Association	The Fete in the Park purchase of new marquee	Janet Duncton	£2,000.00	
28/NC Sutton Village Hall	towards the restoration of the hall floor	Previous Member	£1875.00	
57/NC Petworth Town Youth Band	Equipment and instruments	Janet Duncton	£1200.00	
64/NC Petworth Youth Association	to support the band Petworth Youth Association restructuring	Janet Duncton	£1250.00	
73/NC Redford Village Hall	Towards external hall refurbishment	Kate O'Kelly	£1250.00	
78/NC Midhurst & Easebourne Football Club	Towards a Club Tractor	David Bradford	£1250.00	
81/NC INTERIM Counselling	Towards start-up office supplies	Kate O'Kelly	£510.00	
134/NC Sussex Clubs for Young People	Towards setting up the Duke of Cornwall award	Janet Duncton	£250.00	

<b>Applicant</b>	<b>Summary</b>	<b>Member</b>	<b>Awarded</b>	<b>Feedback</b>
156/NC Easebourne Parish Wheelbarrow Castle Community Space and Playground Group	Easebourne Parish Community Space and Playground Group	David Bradford	£630.00	
162/NC Midhurst Tourism Partnership	Discover Midhurst	Kate O'Kelly	£250.00	
168/NC Heyshott Playground Committee	Towards rubber matting	David Bradford	£630.00	
169/NC Midhurst Youth Trust	Provision of a dining shelter	Kate O'Kelly	£630.00	

# Authority Governor Vacancies for North Chichester County Local Committee Area

School	Division	Division Member	Vacant From	Current Status	Chairman	Head
Bury C.E. Primary School	Rother Valley	David Bradford	Jul-18	Resigning at end of term	Stephanie Fane	Thomas Moore
Camelsdale Primary School	Rother Valley	David Bradford	Apr-18	Outstanding	No current Chair	Sarah Palmer

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