


Public Document Pack

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CLC Development Team
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22 October 2018

A meeting of the South Chichester County Local Committee will be held at 7.00 pm on Tuesday, 30 October 2018 at Committee Room 3, County Hall, Chichester, PO19 1RQ

Tony Kershaw
Director of Law and Assurance

Your local County Councillors



Jamie Fitzjohn
Chichester South



Louise Goldsmith
Chichester West



Jeremy Hunt
Chichester North



Pieter Montyn
The Witterings



Simon Oakley
Chichester East



Viral Parikh
Bourne



Carol Purnell
Selsey

Invite you to come along to the South 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

Members of the public are invited to attend from 6.40pm to look at information stands on Your Energy Sussex and the Water Refill Scheme.

7.00 pm 1. **Welcome and Introductions**

Members of the South Chichester County Local Committee are Jamie Fitzjohn, Louise Goldsmith, Jeremy Hunt, Pieter Montyn, Simon Oakley, Viral Parikh and Carol Purnell.

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.

It is recorded in the register of interests that:

- Mr Fitzjonn is a Substitute Member of the Chichester Harbour Conservancy
- Ms Goldsmith is a Board Member of the Chichester Harbour Conservancy
- Mr Hunt is a member of the Chichester Harbour Conservancy, Goodwood Aerodrome Consultative Committee and the Goodwood Motor Circuit Consultative Committee
- Mr Montyn is a member of the Chichester Harbour Conservancy
- Mr Oakley is a member of Chichester District Council and Tangmere Parish Council
- Mrs Purnell is a member of Selsey Town Council and Chichester District Council.

These interests only need to be declared at the meeting if there is an agenda item to which they relate.

7.03 pm 3. **Minutes** (Pages 5 - 12)

To confirm the minutes of the meeting of the Committee held on 12 June 2018 (cream paper).

7.04 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. **Progress Statement** (Pages 13 - 14)

The document contains brief updates on statements of progress made on issues raised at previous meetings. The Committee is asked to note the document.

7.10 pm 6. **Talk With Us Open Forum**

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.

7.30 pm 7. **West Wittering - Chapel Lane & Acre Street - Experimental Traffic Regulation Order** (Pages 15 - 22)

The Committee will consider a paper looking at an Experimental Traffic Regulation Order for Chapel Lane & Acre Street, West Wittering.

That Committee is asked to consider the proposals and provide feedback to the West Wittering Estate and Highway Officers.

- 7.50 pm 8. **Parking Charges for evening and weekend Public Parking at County Hall, West Street and The Record Office, Orchard Street (SC05(18/19))** (Pages 23 - 28)

Report by the Executive Director Economy, Infrastructure & Environment and the Director of Highways & Transport.

The Committee will consider the proposal to use County Hall and Orchard Street Car Parks as a pay and display.

- 8.05 pm 9. **Chichester 20mph Speed Limits** (Pages 29 - 32)

The Committee will consider a paper looking at the effects of the 20mph speed limit that was introduced in Chichester in 2013.

The Committee is asked to comment on the paper.

- 8.25 pm 10. **Prioritisation of Traffic Regulation Orders 2018/19 SC06(18/19)** (Pages 33 - 42)

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 and agree to progress the two highest scoring TROs from the list attached at Appendix A, subject to any adjustments made at the meeting.

- 8.40 pm 11. **Community Highway Schemes** (Pages 43 - 46)

Information report by the Director of Highways and Transport.

The Committee is asked to note the update.

- 8.45 pm 12. **Community Initiative Funding (SC07(18/19))** (Pages 47 - 54)

Report by the Director of Law and Assurance.

The report summarises the Community Initiative Funding applications received via The West Sussex Crowd. The Committee is invited to consider the applications and pledge funding if appropriate.

- 8.50 pm 13. **Nominations for Local Authority Governors to Maintained Schools and Academy Governing Bodies (SC08(18/19))** (Pages 55 - 62)

Report by Executive Director of Children, Adults, Families,

Health & Education and the Head of School Effectiveness

The Committee are asked to approve the nomination of Authority School Governor as set out in the report.

8.55 pm 14. **Items for Future Meetings**

- Road Space Audit Update
- Growth Update
- Community Initiative Funding
- Local Authority Governor Nominations

9.00 pm 15. **Date of Next Meeting**

The next meeting of the Committee will take place at 7.00 pm on Tuesday 5 February 2019 in Committee Room 3, County Hall, West Street, Chichester, PO19 1RQ.

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

To: All members of the South 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.

South Chichester County Local Committee

12 June 2018 – At a meeting of the Committee at 7.00 pm held at Committee Room 3, County Hall, Chichester, PO19 1RQ.

Present:

Mr S J Oakley (Chairman) (Chichester East;), Mrs Purnell (Selsey;), Mr Fitzjohn (Chichester South;), Ms Goldsmith (Chichester West;), Mr Hunt (Chichester North;), Mr Montyn (The Witterings;) and Mr Parikh (Bourne;)

Officers in attendance: Adam Chisnall (Democratic Services Officer), Mike Dare (Traffic Engineer) and Neil Smith (Traffic Engineer)

1. Welcome and Introductions

1.1 Adam Chisnall opened the meeting and the Members and Officers introduced themselves.

2. Election of Chairman and Vice Chairman

2.1 Resolved – That:

- Mr Oakley is elected as Chairman of the South Chichester County Local Committee for the 2018/19 municipal year.
- Mrs Purnell is elected as Vice-Chairman of the South Chichester County Local Committee for the 2018/19 municipal year.

2.2 The Chairman informed the public of the passing of the officer Steve Hansford from Chichester District Council.

2.3 The Chairman also informed the public of literature in the room for the County Council's 'What Matters To You' Survey and information for the 'Be Scam Aware' campaign.

3. Declarations of Interest

3.1 Mr Parikh declared a personal interest as a pharmacist in relation to the Coastal Care – Local Community Networks item.

3.2 Members noted the list of their relevant interests on the agenda.

4. Minutes

4.1 Resolved – that the minutes of the meeting held on 20 February 2018 be approved as a correct record and signed by the Chairman.

5. Urgent Matters

5.1 The Committee agreed the inclusion of 3 new Community Initiative Fund applications that had been received after the dispatch.

- 218/SC – HEART (Homeless Empowerment and Relational Transformation)
- 219/SC – Boxgrove Choral Festival
- 220/SC Grow - Chichester Community Garden

6. Progress Statement

6.1 The Committee considered the progress report on matters arising from previous meetings (copy appended to the signed minutes).

6.2 The Chairman introduced the report which gave updates on issues raised at the 20 February meeting.

6.3 Mr Hunt gave thanks to the volunteer team for their hard work on the installation of the bollards at the Westhampnett Gypsy and Traveller Transit site.

6.4 Resolved – That the Committee notes the progress statement.

7. Velo South

7.1 The Chairman welcomed Jon Ridgeon, Chairman of CSM Active and Hayley Nunneley, Operations Manager at CSM Active and thanked them for their attendance at the pre event before the County Local Committee meeting.

7.2 Jon Ridgeon and Hayley Nunneley gave a presentation to the Committee outlining the Velo South cycling event that would be taking place on 23 September 2018 (copy appended to the signed minutes).

7.3 Reassurance was given that no emergency operations would be hindered by the event, which included veterinary services.

7.4 Mike Dare reported that an application for road space would be sent to the Streetworks department soon. Following this, early warning notices would be erected to give make sure timings were publicised for key people.

7.5 The Committee made comments including those that follow.

- Queried the charity aspect of the event. – *Jon Ridgeon explained that the event held no cost to the public purse and was an opportunity to create a charity platform. Charities were provided places on the event and then participants could ride for those charities or personal charities. The average amount raised per participant was £500.*
- Asked what other 100 mile closed road events were available. – *Jon Ridgeon explained that the other local event was the Prudential Ride in London.*
- Sought clarity on the impact to local village businesses and if pedestrian access would be maintained. – *Jon Ridgeon confirmed*

that pedestrian access would be maintained. Some businesses would be negatively impacted by the event, whereas some would be positively impacted. CSM Active were working with local businesses to discuss the impact.

- Highlighted the impact on buses, particularly the No.60 route on the A286 where there was no alternative. - *Hayley Nunneley thanked the committee for this information and resolved to look into this ahead of the public engagement event in Lavant.*
- Queried the planning that had been given to the impact of the pre-registration event on the Saturday. - *Hayley Nunneley explained that 8000 participants were expected on the Saturday and so a large window of 8.00am to 8.00pm had been arranged in order to stagger the impact. CSM Active were working with Chichester City Council to manage access and parking arrangements.*
- Asked if Network Rail had considered the impact of additional bicycles on trains. - *Hayley Nunneley explained that National Rail's rules were still in place regarding bicycles on trains and this message was being passed on to participants.*
- Sought clarity on the process for removing signage after the event. - *Jon Ridgeon confirmed that signage would be going up two weeks before the event and that processes were in place to ensure all signage was removed after the event.*

7.6 The Committee noted that a post event debrief would be going to the Environment, Communities and Fire Select Committee.

8. **Coastal Care: 'Inspiring Healthier Communities Together' - Local Community Networks**

8.1 The Committee considered a briefing note on Local Community Networks in coastal West Sussex (copy appended to the signed minutes).

8.2 The Chairman welcomed Jane Mules from Sussex Community NHS Foundation Trust to give a presentation on Local Community Network changes (copy appended to the signed minutes).

8.3 Jane Mules outlined the challenges within the National Health Service (NHS) and the specific demographics of West Sussex which had high numbers of old age and people living longer. Locations of GP surgeries had been used to understand clusters of demand for services. The proposals for Local Community Networks would be to create shared solutions to improve health and wellbeing.

8.4 The Committee made comments including those that follow.

- Queried how the public would be informed of the proposed changes. - *Jane Mules explained that a communication plan was being prepared, and sought advice from the Committee on advised methods for informing the public. The Committee advised contacting resident associations and ensuring that local members were utilised in the sharing of information. Jane Mules explained that the Clinical Commission Group had a website for providing information and that it was hoped that this could be utilised. The*

Committee also proposed parish meetings being a good opportunity to present at.

- Queried if pharmacies would be included. – *Jane Mules confirmed that pharmacists and therapists had been identified who would be able to look into the appropriateness of prescriptions.*

8.5 The Committee welcomed the presentation and proposed a pre event before the next Committee meeting to assist in informing the public.

9. **Lumley Road, Pagham Close and Sadlers Walk, Southbourne (SC01(18/19))**

9.1 The Committee considered a report by the Director of Highways & Transport (copy appended to the signed minutes).

9.2 Neil Smith introduced the report and explained that the appendix outlined the comments that had been received during the consultation process. The current parking situation was against the Highway Code and so the officer recommendation was to proceed with the order as advertised.

9.3 The Chairman permitted a speaker against, and a speaker in favour of the Traffic Regulation Order (TRO) to speak for 3 minutes each before the Committee made a decision.

9.4 Jonathan Robertson spoke against the TRO and highlighted the lack of engagement or public meeting for residents. Concerns were raised on the high numbers of support compared to the amount of residents in the area. Concerns were also raised on the impact of parking for residents, tradesmen and care workers.

9.5 Elizabeth French spoke in favour of the TRO that would remove illegal parking. The proposals would improve visibility and safety. A petition had also shown there was support for the parking restrictions.

9.6 The Chairman thanked the speakers for their input and asked the Committee if they had any comments.

9.7 Mr Parikh, the local member for the area, reported that he had visited the area and experienced difficulties with the parking. Whilst he could see both sides of the argument, Mr Parikh supported the proposal. As a compromise, Mr Parikh asked Neil Smith it would be possible to amend the proposal to only enforce parking restrictions on the corners. – *Neil Smith explained that the Highway Code was advice only and that it would be possible to only include corner parking restrictions in the proposals.*

9.8 The Chairman confirmed that the Committee could reduce the order without requiring a further consultation exercise.

9.9 Mr Parikh proposed amending the TRO to only enforce parking restrictions on the corners. Mr Fitzjohn seconded this proposal. The Committee agreed to the amendment.

9.10 The Committee unanimously agreed to support the amended TRO.

9.11 Resolved – That the South Chichester County Local Committee, having considered that the resulting benefits to the community outweighed the objections raised, authorised the Director of Law, Assurance and Strategy to make the Order as amended by deleting the parking restriction opposite the Sadlers Walk junction.

10. **North Street, East Street and Crane Street (Chichester City Pedestrian Precinct) (SC02(18/19))**

10.1 The Committee considered a report by the Director of Highways & Transport (copy appended to the signed minutes).

10.2 Neil Smith introduced the report and explained that the officers had considered government advice regarding cycling in pedestrian areas. An equality impact report had been considered as part of the report which outlined that the proposals would apply to all cyclists and there was no discrimination. The TRO would look to reduce accidents within the pedestrian precinct by aligning the Sunday restrictions with the Sunday trading hours. The 20 mph speed limit outside of the city centre had been previously introduced to make the area safer for cyclists.

10.3 The Chairman permitted a speaker against, and a speaker in favour of the TRO to speak for 3 minutes each before the Committee made a decision.

10.4 Sarah Sharp spoke against the TRO and proposed that the restriction should not extend beyond current trading hours. Disabilities should be considered as older and disabled residents used bicycles for mobility. There was no evidence to support the proposed ban.

10.5 Len Macey spoke in favour of the TRO stating that Sunday was a busy day in the pedestrian precinct and so it should be included within the cycling ban. The inclusion of Sunday would also remove confusion over when cycling was permitted. The TRO would improve safety, with prevention being better than cure.

10.6 The Chairman thanked the speakers for their input and asked Neil Smith if he had any response to the speaker comments. – *Neil Smith explained that the proposal would cover the total possible hours for Sunday trading. Alternative routes were available for cyclists within the 20 mph zone, albeit not necessarily direct routes.*

10.7 The Committee discussed the TRO and commented that cyclists can be intimidating for vulnerable pedestrians. The Committee felt the timings were appropriate as they were only 30 minutes outside of the total Sunday trading times. There was no current facility for cyclists to have blue badges, however if this happened it would be something to consider in terms of this TRO. The Committee also felt that the TRO would remove confusion with the current signage.

10.8 The Committee unanimously agreed to support the TRO.

10.9 Resolved – That the South Chichester County Local Committee, having considered that the resulting benefits to the community outweighed the objections raised, authorised the Director of Law, Assurance and Strategy to make the Order as advertised.

11. Talk With Us Open Forum

11.1 The Chairman introduced the item and advised that the open forum was an opportunity for comments and questions to be raised on items not already on the agenda, and over which the County Council has jurisdiction. The following issues were raised and responses made.

- A Parish Councillor reported that they had been refused a license to erect a silent soldier silhouette in Boxgrove. – *Mike Dare explained that the decision had been made due to resourcing issues for officers to consider what sites would be appropriate. Private land sites would be the preference for the silhouettes, with care given to ensure there was no impact to visibility. The Parish Councillor reported that a retired highways officer had looked into the request and would be able to assist in finding an appropriate location.*
- A resident raised a concern regarding a pavement sale in West Wittering. The resident had previously received a response from the legal team regarding land ownership and the change in highway use. The query at the meeting related to the lack of consultation to residents and local councils on the proposals. – *The resident was advised to liaise with Adam Chisnall to raise another query on this point with the legal team.*
- A resident handed in a paper question concerning chalet owners in Selsey Country Club paying Council Tax. As the site was a holiday site the owners did not utilise local services such as schools or refuse collection. – *Ms Goldsmith reported that she had previously spoken to the resident on this and advised him to form a resident group to create a collective voice. Ms Goldsmith resolved to pass this on to Gillian Keegan as the query had originally come up at an event where Ms Goldsmith had attended in Gillian Keegan's absence.*
- A resident from King George Gardens reported that he had submitted a TRO for consideration at the next CLC regarding parking issues. The resident had experienced difficulty in reporting current problems to the police and the district council. – *Mr Hunt was aware of the issues and reported that the parking can force residents to dangerously reverse into Broyle Road due to the lack of passing space. The Committee recommended that the resident raise concerns with the police to Katy Bourne, Sussex Police and Crime Commissioner, and utilise Operation Crackdown to report parking issues.*
- A resident queried the progress in relocating the Hornet traffic lights to their original position. – *Mr Fitzjohn reported that this was linked to planning permission issues with the site developer. An update would be provided at the next meeting.*
- A resident raised concerns on the state of cycle paths, particularly by Brick Kiln Farm; and commented that the path conditions were against the policy promoting cycling by the County Council. – *The Committee explained that maintenance of cycle paths was a*

highways issue and so residents should report issues via Love West Sussex to be resolved. The Committee explained that cycling promotion was an important policy and highlighted the Selsey cycle path plans as a good example of this.

12. **Community Initiative Funding (SC03(18/19))**

12.1 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.

12.2 Resolved – that the following pledges were approved:-

- 204/SC - UKHarvest, up to £1000, towards advertising, and purchasing kitchen utensils and other essentials. This pledge was subject to the project receiving verification from Locality and beginning the active fundraising stage within the financial year.
- 205/SC - Selsey Community Forum, up to £2000, towards the Selsey Care Shop.
- 208/SC - City Angels, up to £500, towards van repairs and maintenance, and restocking consumables.
- 209/SC - Youth Dream, The Hidden Garden, up to £1500, to purchase a greenhouse to educate young people and the community about growing food and the environment.
- 218/SC – HEART (Homeless Empowerment and Relational Transformation), up to £500, towards volunteer recruitment and training, branding and administration. This pledge was subject to the project receiving verification from Locality and beginning the active fundraising stage within the financial year.
- 220/SC Grow - Chichester Community Garden, up to £500, towards weekly therapeutic gardening sessions for people with a range of mental health issues.

That the following pledges were declined:-

- 206/SC - The Parochial Church Council of St Mary's Church, £9,245, to re-establish the old pilgrim route from Southampton to Canterbury. The Committee felt that the project would not be of direct benefit to West Sussex residents, and also highlighted that the group had previously received a Members Big Society Fund Grant for the property. The Committee recommended promoting the crowdfunding pledge to walking groups.
- 219/SC – Boxgrove Choral Festival, £2,708 – Towards a three day festival in Boxgrove. The Committee had concerns that this was a one off project. The Committee was hopeful that the community would support the crowdfunding pledge.

That the following pledge was deferred:

- 207/SC - Priory Park 100, £5,533 – Advertising and promotion for the celebration of the centenary of Priory Park. The Committee resolved to monitor the pledge when it began active fundraising and reconsider the pledge then.

13. Nominations for Local Authority Governors to Maintained Schools and Academy Governing Bodies (SC04(18/19))

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

13.2 Resolved – that the Committee approves the following nominations for reappointment under the 2012 Regulations:

- Martin Tomlinson to the Jessie Younghusband Primary School for a further four year term
- Ray Knight to the Funtington Primary School for a further four year term.

14. Items for Future Meetings

14.1 The Chairman referred the members to the list of items that were proposed for the next meeting.

14.2 The Committee noted the plan to have a pre event at the next meeting on Local Community Networks.

15. Date of Next Meeting

15.1 The Committee noted that its next scheduled meeting would take place on 30 October 2018 in Committee Room 3 at County Hall, Chichester.

Chairman

The meeting closed at 9.37 pm

South Chichester County Local Committee**30 October 2018****Progress Statement**

Date & Minute No.	Subject / Agenda	Action / Progress	Contact:
12 June Minute 8.5	Local Community Networks	Members proposed a pre event before a CLC meeting to assist in informing the public of Local Community Networks.	Adam Chisnall
October Update	Event scheduled for 5 February 2019.		
12 June Minute 11.1 5 th bullet	Hornet Traffic Lights	The Committee resolved to provide an update on the Hornet Traffic Lights	Adam Norris
October Update	West Sussex County Council has undertaken an internal review into the planning conditions that facilitated the relocation of the pedestrian crossing on The Hornet, Chichester. Following this review it has been concluded that consideration to relocating this crossing will not be given until the council has a better understanding of the likely long term use of Unicorn House in accordance with the original planning consent that was granted.		

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South Chichester County Local Committee Briefing Note

30 October 2018

West Wittering –Chapel Lane & Acre Street

Experimental Traffic Regulation Order

Report by Chris Dye, Area Highway Manager, Highway Operations

Summary

The County Council has been approached by West Wittering Estate (WWE) for assistance in managing the traffic flow to and from the West Wittering Beach car park. The demand for access to the beach has always been high and with the improvement of satellite navigation systems (Sat Navs) and advanced mapping, traffic is navigating its way to the coast, diverting from the main access roads and using narrower single track roads that are unsuitable for high volume traffic.

As a result of the issues, WWE has brought forward plans to better manage peak traffic flow in West Wittering, which would need to be provided on the publicly maintainable highway. Consequently WWE need the highway authority's permission to do so, and where required, make the appropriate Traffic Regulation Orders (TROs) to support the proposal which comprise of a; part time closure of Chapel Lane; part time managed closure of Acre Street and are supported by other traffic management measures.

Recommendation.

That the South Chichester County Local Committee considers the proposals set out by WWE and at this stage provide feedback to WWE and Highway Officers, which will be noted and considered before a formal TRO is presented to the Committee at a later date.

Proposal

1. Background and Context

- 1.1 The County Council has been approached by WWE for assistance in managing the traffic flow to and from the West Wittering Beach car park.
- 1.2 The demand for access to the beach has always been high. At peak times efforts have been made by WWE to manage the access by providing travel information via variable message signs and radio travel bulletins with a view to both inform drivers of the length of queuing, time delays and perhaps to persuade some visitors to divert to alternative locations. WWE have also undertaken on-site works to improve the efficiency of processing customer payments and speed up access to the car parks.

- 1.3 In recent years, with the advent and improvement of satellite navigation systems (Sat Navs) and advanced mapping, traffic is trying to find its way to the coast, diverting from the main access roads and using narrower single track roads that are unsuitable for high volume traffic flows.
- 1.4 This is of concern to local community in West Wittering and WWE acting as a 'good neighbour' has engaged its own traffic management consultants to investigate measures that might aid and assist better access to the coast and reduce congestion. The current proposals would need to be provided on the publicly maintainable highway and consequently WWE need the highway authority's permission to do so and where required make the appropriate TROs to support the proposals.
- 1.5 Due to the complex nature of the traffic movements in the area, it is considered that any traffic management proposals requiring a TRO should be introduced by way of an Experimental TRO, for which Committee approval is required, but will be further supported by temporary traffic management for which Committee approval is not specifically required.

2. Proposal

2.1 The proposals are as follows:

- (i) Chapel Lane - Experimental Prohibition of Driving (Part Time) (1 April to 30 September) - at its northern end, at the junction with the B2179 Chichester Road, southwards for a distance of five metres.

The closure will be implemented by way of a temporary barrier to operate at times of peak traffic flow. At off peak times the barrier will be secured open or removed.

The alternative route for traffic to access Chapel Lane during times of operation will be via B2179 Chichester Road, B2179 Rookwood Road and Elms Lane.

- (ii) Acre Street - Experimental Prohibition of Driving (Part Time) with Limited Access, for residents of Chapel Lane, Elms Lane and Acre Street only, (1 April to 30 September) - at its junction with Piggery Hall Lane westwards for a distance of five metres.

This closure will be implemented through a 'soft closure' by the provision of a manned gate, to operate at times of peak traffic flow and allow residents access. At off peak times the gate will be secured open or removed.

The alternative route for traffic, diverted by the closure, to access Acre Street during times of operation will be via Piggery Hall Lane, B2179 Chichester Road, B2179 Rookwood Road and Elms Lane.

2.2 The lengths of road in Chapel Lane and Acre Street which are the subject of the proposed Experimental Closure Order are shown in Appendix A, drawing number CHS 9027.

- 2.3 Appendix B (Dwg No.-KS/07.06.18SL27540-2) shows other supporting traffic management measures that do not require Committee approval and includes temporary Stop/ Go board installation at the junction of B2179 Rookwood Road and Pound Road, to facilitate access and egress from the West Wittering Beach car park and placing of advisory no parking cones in Elms Lane to ease congestion.
- 2.4 It is considered that the proposals will only need to be implemented during the summer months, at the weekends and Bank Holidays, during periods of fair weather. The days of operation will be determined by WWE based on the weather forecast and projected parking demand from WWE's empirical parking statistics and with the prior approval of the County Council's Network Manager or delegated officer.
- 2.5 The proposals intend to prevent the use of the aforementioned roads by any vehicle that is not considered to be a resident, in order to protect and allow emergency access, reduce community tensions from poor parking and driver practices whilst removing the restrictions that some residents have experienced whereby they have been prevented from being able to leave their properties.

Updates and General Information

- **Monitoring** - Experimental Traffic Regulation Orders can only remain in place for a maximum period of 18 months and are either made permanent or withdrawn. Within this period the success or otherwise of the scheme will be assessed by review of the number of objections received, the level of local approval including the views of West Wittering Parish Council and Sussex Police.
- **Resources** - WWE is proposing to fund the TROs and will be responsible for the cost of all associated works.
- **Key Stakeholder Consultation** – Mr Montyn, local member, and West Wittering Parish Council support the proposals and Sussex Police, West Sussex Fire Service, South East Counties Ambulance Service raise no objections, on the understanding that any Experimental Order is managed and monitored in the manner outlined in historic correspondence with the County Council.
- **Public consultation** – An Experimental Order requires only key stakeholder consultation before they become operational. However with any Experimental Order, the operational date is the start of a six month statutory objection period. If any objections are received to these proposals during that period, that cannot be resolved or mitigated, they will be reported to the Committee for its further consideration at a later date.
- **Risk Management Implications** – If any objections are received to an Experimental Order, these must be resolved before the Local Authority could proceed with any potential final or permanent solution.
- **Equality Duty** - 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 equality issues have been identified.

- **Social Value** - The proposals align with the County Council's policy on Social Value insofar as they are supporting traffic management proposals promoted by WWE in response to concerns raised by the local community with a view to improving traffic management on the network and the local road environment.
- **Crime and Disorder Act Implications** - The County Council does not consider there to be any foreseeable Crime and Disorder Act implications associated with this proposal. The view of Sussex Police has been sought, who confirm they believe there are no issues in relation to the Crime and Disorder Act, however it is acknowledge that there are currently community tensions with the current situation.
- **Human Rights Implications** - It is unlawful for a public authority to act in a way that is incompatible with a convention right. The policy objective to avoid danger to all road users and reduce congestion should then be set against these rights. Taking these points into consideration it is believed that the introduction of this Traffic Regulation Order is justified.

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

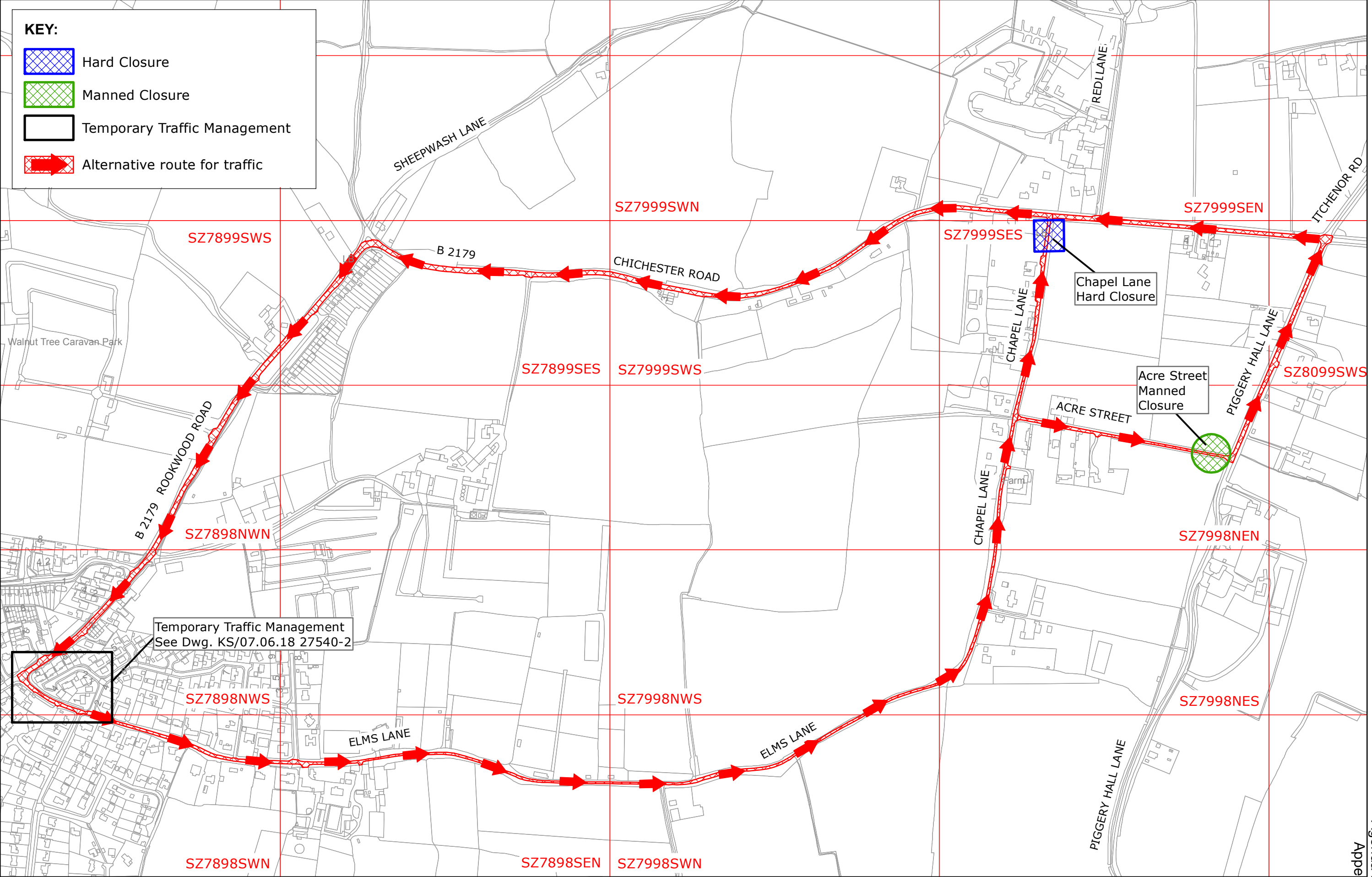
Appendices

Appendix A – Plan showing proposed traffic regulation orders

Appendix B – Plan of showing supporting traffic management proposal

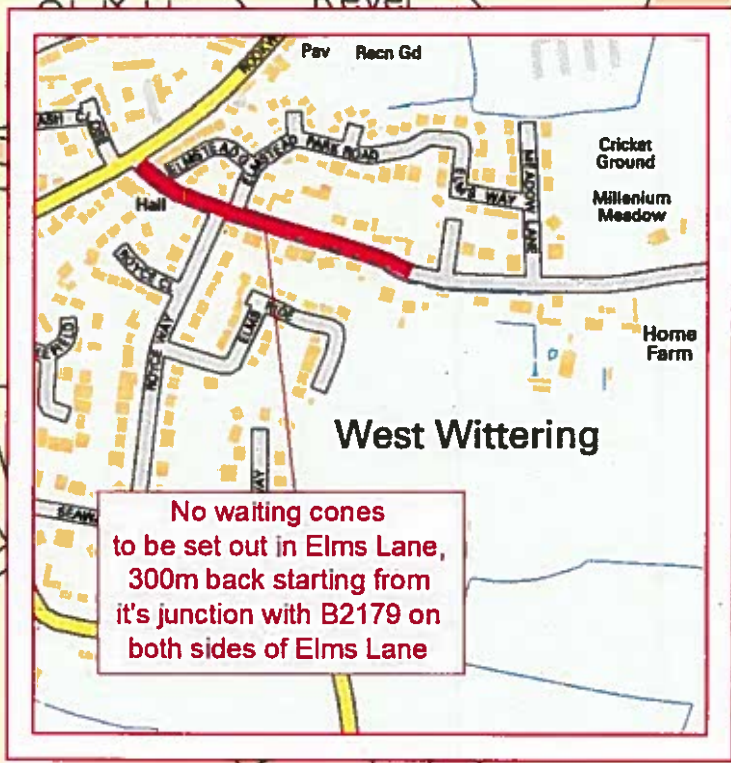
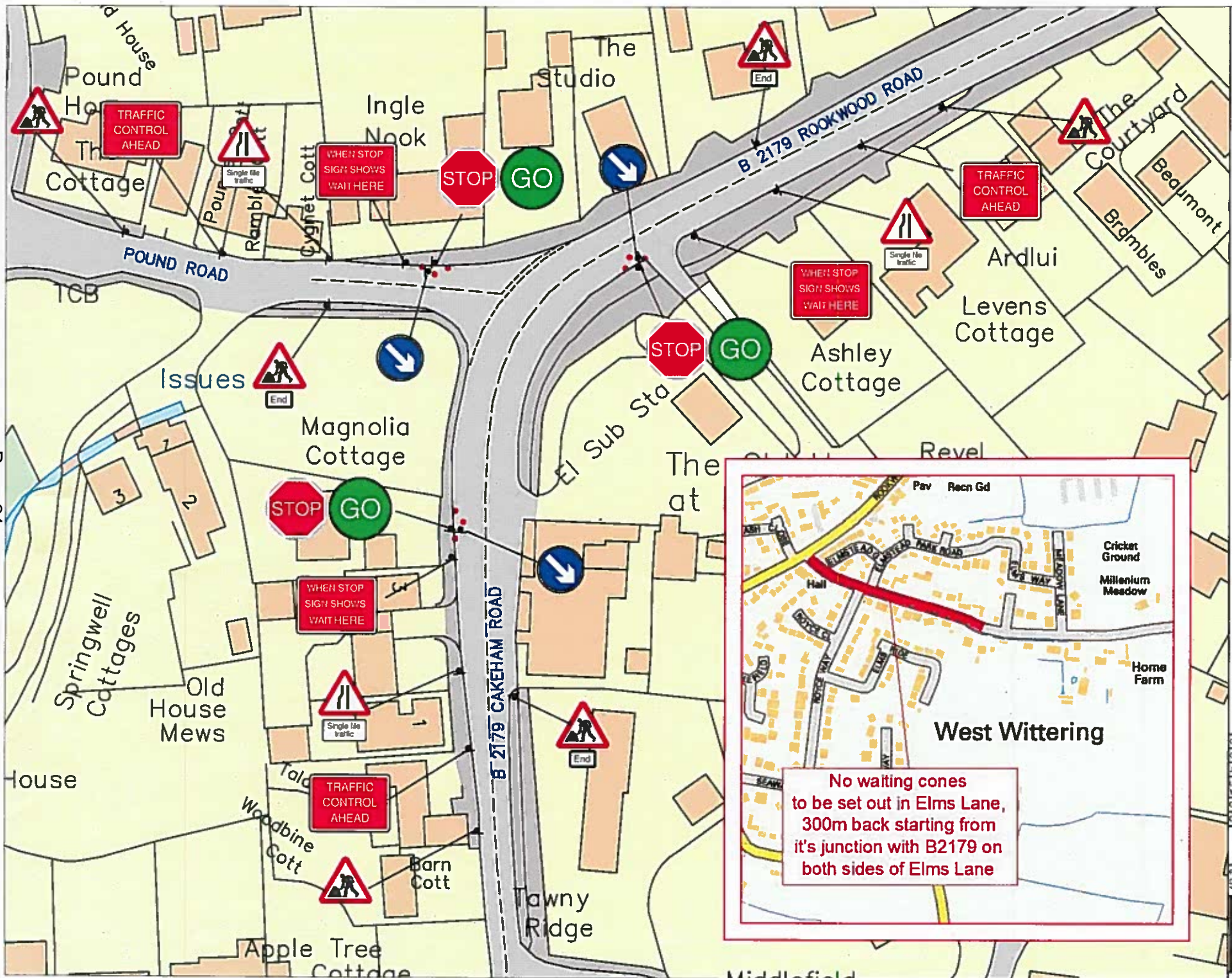
Background Papers

None



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Notes:
 - Site to have 4 stop & go operatives, with 4th operative to act as "floater".



Key Chart:

	Road Sign
	Cones
	Pedestrian Barrier

Checked By: D. Sherwood
 Customer: West Wittering Estate PLC
 Job Reference:
 Location: B2179 Rookwood Road, West Wittering, Chichester, PO20 8AR
 Date: 07/08/18
 Description: Stop & Go
 Amberon Ltd
 Tel: 0843 371 5050
 Produced By: K. Seedman
 Drawing Ref: KS07.06.18.SL27540-2



Agenda Item 7
 Appendix B

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South Chichester County Local Committee	Ref No: SC05(18/19)
30 October 2018	Key Decision: No
Parking Charges for evening and weekend Public Parking at County Hall, West Street, The Record Office, Orchard Street Chichester	Part I
Report by Executive Director Economy Infrastructure and Environment and Director of Highways and Transport	Electoral Division: Chichester West

Summary

This report is in support of the proposal to use County Hall and Orchard Street as a pay and display car parking for staff during the day and the public for evenings and weekends.

Recommendations

That the South Chichester County Local Committee instructs the Director of Law & Assurance to advertise the Traffic Regulation Order (TRO) to enable the parking charges detailed in this Report to be introduced and, in the absence of any objection, to bring the TRO into operation.

1. Background and Context

- 1.1 West Sussex County Council have operated pay for parking at County Hall and Orchard Street on Saturdays for many years using a combination of contractors or staff to issue parking permits.
- 1.2 Staff who qualify for access to the County Hall and Orchard Street car parks currently pay a £10.00 monthly parking fee to park during the working week.
- 1.3 In order to assist with the changes in policy for staff parking and to increase revenue it is proposed to change the way parking is managed during the day and to include evenings and both Saturday and Sunday
- 1.4 The pay and display bays would not be available to the public during office working hours (Monday to Friday 7am–6pm).

2. Proposal

- 2.1 It is proposed that parking charges are introduced for public use of the County Hall and Orchard Street car parks.

- 2.2 The parking charges being proposed will be payable daily including public and bank holidays. It is proposed to create a short stay 30 minutes waiting zone at the front of the County Hall building as identified in Parking Plan 2, this will be in addition to the disabled parking spaces. Parking will be enforced between 8am–8pm if users park outside of their allocated areas. Parking will be enforced between 8am–8pm within the 30 minutes waiting area.
- 2.3 Parking enforcement will be suspended when there are County Council Member or other County Council Events taking place.
- 2.4 To ensure that parking spaces are available for staff on the following morning, the car park's barriers will close at 11:00 pm. Pay and display customers would be expected to vacate by midnight and any vehicles remaining beyond 7.00am the next day would be subject to enforcement action.
- 2.5 It is proposed that Chichester District Councils parking team will undertake the enforcement action as an extension of the existing arrangements in the Parking Management Agreement for on-street parking.
- 2.6 WSCC will designate staff who fulfil a selection criteria as "Priority Users" and these staff will be provided with priority permits and will be exempt from parking charges. Staff who are not designated "priority users" will be able to park in non-priority parking bays during office hours at a charge of £1.00 per day.
- 2.7 The proposed times and parking charges for the public in the main County Hall Car Park and Record Office, Orchard Street are:
- Monday to Saturday 6pm–8pm
 - Up to 30 minutes 60p
 - Up to 1 hour £1.30
 - More than 1 hour £2.60
 - Saturday 8am–6pm
 - Up to 30 minutes 60p
 - Up to 1 hour £1.30
 - Up to 2 hours £2.60
 - Up to 3 hours £4.30
 - Up to 4 hours £7.40
 - Up to 5 hours £8.00
 - Up to 6 hours £9.40
 - Up to 8 hours £11.20
 - More than 8 hours £13.40
 - Sunday and Bank Holidays – 10am–5pm
 - Up to 3 hours £1.00
 - Up to 4 hours £2.00
 - More than 4 hours £3.00

Library Parking 20 mins free then pay and display charges will apply.

3. Resources

- 3.1 There will be approximately 350 spaces available for use as potential pay and display parking between County Hall and The Record Office car parks. Income net of costs is likely to exceed £150,000 per annum, which would be reviewed after the first six months of implementation.
- 3.2 There will be additional staffing requirements by CDC to patrol the car parks as this will form part of the service already provided for on-street parking. Ongoing costs will also be required for collection of cash from the pay and display machines. Any additional cost will be absorbed within the income generated from parking charges and Penalty Charge Notices (PCNs).

Payment methods will be by pay and display (cash or card) or PaybyPhone (Mipermi) where appropriate, although this will incur service charges which will be in addition to the cost of parking.
- 3.3 The parking fee less the service charge and any additional charges will be paid directly to WSCC.
- 3.4 An initial investment will be required for the purchase of pay and display machines and the necessary order boards and wayfinding signs. In addition some resurfacing and relining within the car park is required to conform with current car parking bay standards. Estimated costs of £0.300M are expected to be funded via the capital programme.
- 3.5 There is CCTV security on both the County Hall Campus and Orchard Street Car Parks with adequate lighting in all car parks.
- 3.6 Charges quoted are those payable by the user and inclusive of VAT; the net income to the County Council is exclusive of VAT.

4. Consultation

- 4.1 To date WSCC and Unison have been consulted on the proposal. As part of the implementation of the TRO, further consultation will be carried out with Members, the public and internal teams within WSCC. The report has also been discussed at the Chichester Parking forum and feedback from the forum has been incorporated into the report.

5. Risk Management Implications

- 5.1 If the proposal to implement charges is not agreed this will create pressure on budgets to achieve their income targets for 2018/19 and beyond.
- 5.2 Without a Traffic Regulation Order (TRO), WSCC would be unable to control the use of the car parks at The Record Office, Orchard Street and County Hall.

6. Other Options Considered

- 6.1 It was not considered appropriate to continue with the existing arrangements as this would fail to maximise income from the car park, and thus represents poor value for money.
- 6.2 Manage parking in-house with WSCC staffing was considered. This is not viable due to the inability to charge, enforce and fully control the car park within the current resource available.

7. Equality Duty

- 7.1 The protected characteristics as defined in the Equality Act were duly considered in the course of the development of this proposal.

8. Social Value

- 8.1 The car park will provide a much needed evening and weekend parking facility in close proximity to the Town Centre, aiming to alleviate parking congestion in residential streets outside of the Residents' Parking Scheme (RPS).

9. Crime and Disorder Act Implications

- 9.1 The County Council does not consider there to be any foreseeable Crime and Disorder Act implications associated with this proposal.

10. Human Rights Implications

- 10.1 It is unlawful for a public authority to act in a way that is incompatible with a convention right. The policy objective to avoid danger to all road users and reduce congestion should then be set against these rights. Taking these points into consideration it is believed that the introduction of parking charges by way of a TRO is still justified.

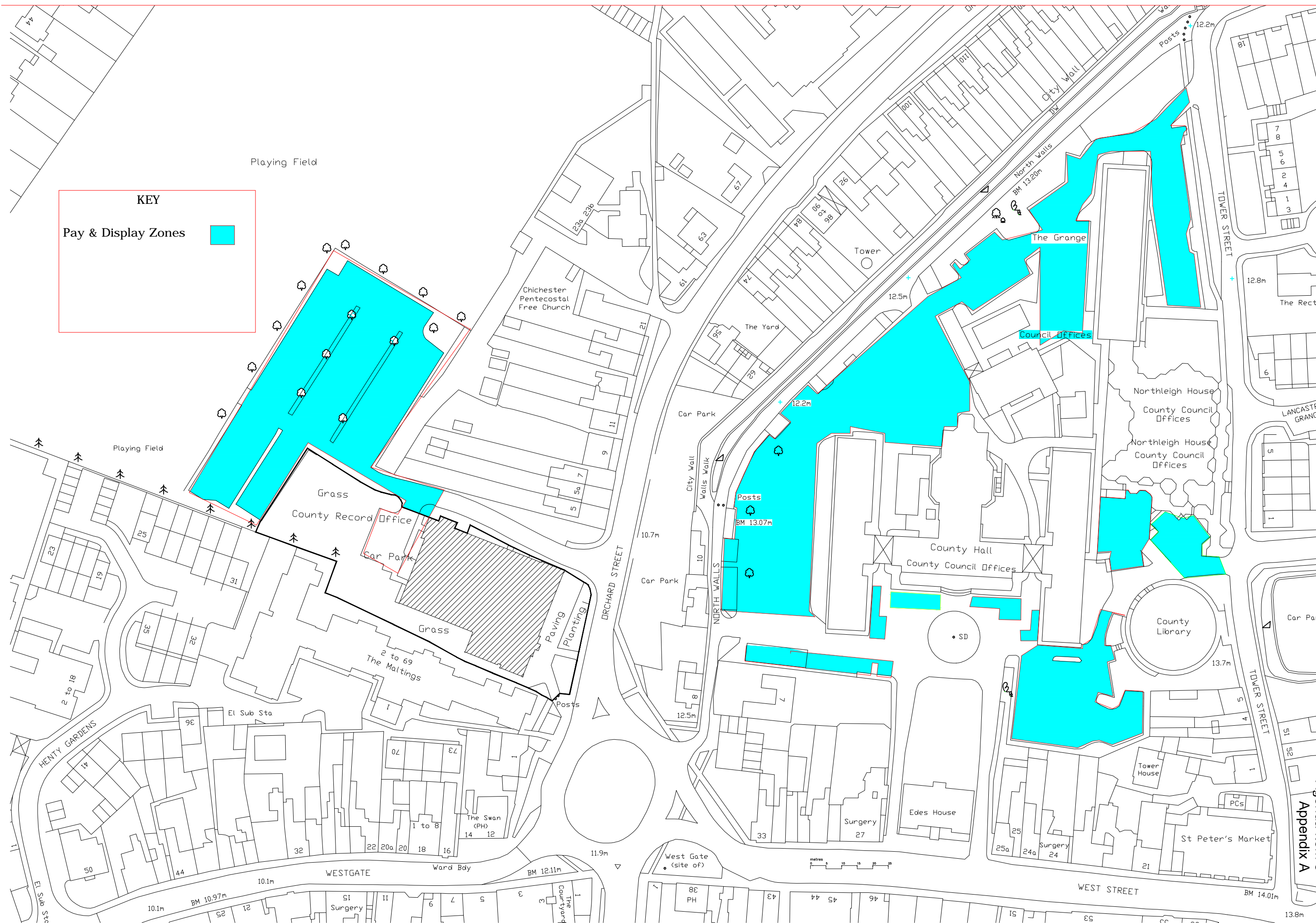
Lee Harris

Executive Director Economy
Infrastructure and Environment

Contact: Mike O'Horan – 0330 2222 781

Appendices

Site plans attached



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Topic:	Officer Contact:	Finalised:
Chichester 20mph Speed Limits	Jon Forster	17 Oct 18
<p>South Chichester County Local Committee 30 October 2018</p> <p>Latest Situation:</p> <p>In July 2013, West Sussex County Council (WSCC) implemented an extensive area-wide scheme that introduced signed 20mph speed limits without traffic calming in Chichester City. The scheme covers the majority of residential streets which previously had a 30mph speed limit, with most main roads such as 'A' and 'B' classified roads being excluded from the scheme.</p> <p>As part of the post scheme monitoring process a Traffic Speed Assessment report was presented to the CLC on the 16 September 2014. At that time members of the committee noted the speed survey results and requested further speed monitoring was undertaken approximately three years post implementation.</p> <p>In March 2017 speed surveys were undertaken in the same locations (or similar) as the pre and 2014 post scheme survey sites. The term consultant WSP were commissioned to update the earlier 2014 CH2M Hill assessment report by producing a traffic speed and collision assessment report which considered the current average speed of vehicles within the 20mph speed limit area and provided a comparison between the number of collisions pre and post implementation of the 20mph speed limit scheme.</p> <p>The 2017 monitoring indicates that the speed reductions achieved by the scheme have been maintained with the majority of roads falling within the criterion for a 20mph limit under the WSCC Speed Limit Policy. The impact on collisions and casualty reduction is more complicated. The pre scheme data period may have been statistically low and the immediate post monitoring statistically high. A longer post monitoring period is required to draw any firm conclusions. However at this stage the data suggests the scheme has had a neutral impact on road traffic casualties</p> <p>The South Chichester County Local Committee is asked to note and give comment on the Chichester 20mph Speed Limits Scheme Assessment Report.</p>		

Updates:

- Analysis of the recorded speed data indicates that there has been a slight decrease in average speed and a slight increase in 85th percentile speed; however these changes are so small that they are considered negligible.
- A number of the roads within the 20 mph speed limit scheme have experienced very small changes in speed when considering the 24mph criteria. A single road, Summersdale, has experienced an increase from below 24mph to above 24mph when compared to the 2014 data. The recorded vehicle speeds on two roads have fallen from above 24 mph to below 24mph, whilst the remaining 31 have remained static either staying above 24mph (six roads) or remaining below 24mph on average (25 roads).
- A total of 11 of the sites had a pre-scheme average speed of 24mph or greater. The latest monitoring show this is reduced to 7 sites. The greatest average speed observed in the 2017 speed monitoring was 29.4mph on The Broadway.
- In addition to The Broadway, College Lane (26.8mph), Quarry Lane (26.5mph), Florence Road (26.4mph), Summersdale Road (25.0mph), Whyke Road (24.3mph) and Brandy Hole Lane (24.2mph) all exhibit average speeds of 24mph or higher. These streets are highlighted as potentially requiring further attention to reduce the average speed of vehicles.
- The results of the most recent speed data indicate that there has been little change to vehicle speeds since 2014. The schemes outcomes have remained static since 2014 with no significant rise in speed since the scheme was implemented in 2013. 33 of the 35 roads monitored have lower average speeds than those recorded before the scheme was implemented.
- Collision Analysis: The WSP report only considers the collision rates on the roads within the scheme where there was traffic survey data available. This enabled the use of COBALT (**CO**st and **B**enefit to **A**ccidents –**L**ight **T**ouch) software compare predicted collision rates against actual rates observed.
- A total of 50 collisions resulting in personal injury were analysed in the scheme area using the above parameters across a six year study period. Analysis of the collision data has indicated that the implementation of a 20 mph speed limit scheme has not had a significant impact on the number of collisions reported (24 were recorded over a 36 month period pre-implementation and 26 were recorded over a 36 month period post-implementation)

Supplementary Information:

- The report only considers post speed data, members have also asked for pre-implementation data against the two post data periods to be able to consider the impact of the changes. This information is attached as Table A to this briefing note. Please note that a negative number represents a rise in speed.

Table A										
			Pre Data	Pre Data	2014	2014	2017	2017		
		Road Name	85%	Average	85%	Average	85%	Average	85%ile Diff	Ave Diff
									Pre/2017	Pre/2017
1	1066	Parklands Road	25.9	21.8	24.4	20.1	25.8	21	0.1	0.8
2	1096	Cedar Drive	29.6	22.9	28.4	22.6	26.5	20.6	3.1	2.3
3	1102	Oliver Whitby Road	30.7	24.6	26.9	21.6	26.8	21	3.9	3.6
4	1103	Norwich Road	29.2	24	29.6	25	28.6	22.6	0.6	1.4
5	1111	Wellington Road	30	24.7	27.1	22.6	26	21	4	3.7
6	1112	Summersdale Road	34.4	28	28.6	23.3	30.8	25	3.6	3
7	1113	The Broadway	33.9	27.9	28.5	24.5	35	29.4	-1.1	-1.5
8	1114	Fordwater Road	25	19.3	23.1	17.9	24.1	18.7	0.9	0.6
9	1115	The Avenue	32.7	25.6	31.1	24.4	29	22.8	3.7	2.8
10	1118	Maplehurst Road	28.2	21.9	25.9	20.7	24.4	19	3.8	2.9
11	1119	Litten Terrace	26.5	20.7	25.1	19.8	25.5	19.5	1	1.2
12	1120	Adelaide Road	24.1	17.3	24.5	19.4	22.6	16.9	1.5	0.4
13	1121	Quarry Lane	34.6	28	31.6	26.2	33.2	26.5	1.4	1.5
14	1156	Oving Road	32.1	24.8	27.8	22.8	29.6	23.6	2.5	1.2
15	4661	York Road	29.5	23.5	21.7	18.1	26.8	20.9	2.7	2.6
16	4662	Whyke Lane	22.8	17.9	20.7	16.9	21.7	16.8	1.1	1.1
17	4663	Lyndhurst Road	25.7	21	19.7	16.4	24.3	19.9	1.4	1.1
18	4664	Cambrai Road	28.3	22.6	23.3	18.4	25.6	20.2	2.7	2.4
19	4665	Cleveland Road	27.4	21.5	24.6	19.9	23.5	18.1	3.9	3.4
20	4666	Ormonde Avenue	25.2	20.1	22	18	23.4	18.4	1.8	1.7
21	4667	Caledonian Road	25.8	21.3	23.6	19.8	23.2	18	2.6	3.3
22	4914	Brandy Hole Lane	33.3	27.6	29.5	24.7	29.2	24.2	4.1	3.4
23	4960	Cleveland Road	25.9	20.6	23.9	19.4	23.6	18.5	2.3	2.1
24	5025	College Lane	34.7	27.6	30.3	25.7	33.2	26.8	1.5	0.8
25	5033	Westgate	24	18.8	24	19.7	23.6	18.6	0.4	0.2
26	5140	Pound Farm Road	28.9	22.7	28.2	23	27.1	21.5	1.8	1.2
27	5518	Basin Road	27.5	21.9	25.1	20.8	24.9	20.1	2.6	1.8
28	5623	Kingsham Road	26.6	21.4	26	21.3	24.6	20.1	2	1.3
29	5628	St James Road	29.9	23.1	25.5	21	26.2	20.5	3.7	2.6
30	5885	Sherborne Road	27.2	22.5	24.4	20.9	25.9	21.3	1.3	1.2
31	5886	Whyke Road	31.5	25.9	31.9	26.5	29.5	24.3	2	1.6
32	6011	Florence Road	32.9	27.4	31.9	26.5	32.3	26.4	0.6	1
33	6121	Barnfield Drive	27.7	22.3	22.4	19.2	26.1	20.5	1.6	1.8
34	6122	Bradshaw Road	24.5	19.4	22.4	19	24.3	19.6	0.2	-0.2
35	6123	Palmers Field Avenue	28.7	22.8	23.5	19.5	26.8	21.2	1.9	1.6

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South Chichester County Local Committee**30 October 2018****Prioritisation of Traffic Regulation Orders 2018/19****Report by Director of Highways and Transport and
Head of Highways Operations****Ref No:
SC06(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 two highest scoring TROs 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)
 - 3rd 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

- 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.

CLC and Number of Members	No of TROs
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
Total TROs (Indicative)	38

- 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 – CLC TRO Priority List

Background Papers

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
435078	The Witterings	Chichester	B2179 Chichester Road (2nd Application)	Speed Limit	Local concern about speed limits leading to a request for lowering of a 50mph speed limit over part of its length to 40mph effectively providing a long buffer speed limit into the village of West Wittering and encompassing residential properties giving on to the B2179. The applicant has support of some 60 residents and the Parish Council. The proposal is compliant with the County Council's speed limit policy	Approved 18	£1,400	30
453693	Chichester North	Chichester	King George Gardens	Parking Issue	Concern from local resident that excessive parking is obstructing the road making it unsafe, difficult for deliveries, refuse collection and emergency access. Strong support from other local residents.	Approved 18	£600	28

431954	Chichester South	Chichester	Grove Road	Parking Issue	B/Fwd from 2018/19 - Local concern about non-compliance with an advisory disabled bay. The benefit of promoting this scheme is that this TRO would benefit a very disabled resident who needs to be winched to and from his car. This application has additional support of the family GP due to the impact on the applicant's carer. Also, police involvement. Note that we only formalise in exceptional cases where there is deemed to be a safety issue and this has been agreed that relevant to this case	Selected 17	£220	23
427576	Bourne	Westbourne	Emsworth Common Road	Speed Limit	B/Fwd from 2018/19 - Local concern about speed limits, leading to a request for an extension of the 40mph speed limit westwards from Aldsworth. This route has a low level accident record attributed to driver inattention. In the absence of any other remedial measures a possible benefit of a lower speed limit might be a reduction in casualty accidents.	Selected 17	£1,820	22

31859	Chichester South	Chichester	Cawley Road	Parking Issue	B/Fwd from 2018/19 - Local concern obstruction of a vehicular access. The problem is caused by vehicles parking opposite the vehicle access and it is not obvious to drivers that they will be obstructing the drive, neither is there any capacity for the applicant to make improvements to their property . This is a definite problem but difficult to demonstrate wider community support. The reason for the low score is due to the proposals only benefitting an individual resident rather than the wider community but it is felt that there is a clear need to introduce the proposed measures.	Approved 17	£70	2
416314	Chichester South	Hunston	B2145 Selsey Road	Speed Limit	Application to lower speed limit from 50 to 40mph	In Progress		

433110	The Witterings	West Wittering	B2179 Chichester Road	Speed Limit	Reduction in existing 50mph Speed limit to 40mph and 30mph The application is rejected on the grounds that the application form was incomplete. The applicant was also informed that the proposed 30mph speed limit would not meet County Council Policy on Route Assessment grounds due to lack of roadside frontage development.	Rejected	N/A	0
433340	Chichester East & South	North Mundham & Oving	Marsh Lane	Moving	The request was for a sign advising that the road is unsuitable for HGVs. This does not require a TRO. The applicant did not consult with local members nor provide any evidence of a problem.	Rejected	N/A	N/A
434113	Chichester South	Chichester	The Hornet	Moving	Request for a Box Junction to reduce queuing from the A259 on to The Hornet. A TRO is not required for a Box Junction. No consultation with the local member. Also not a suitable location unless associated with traffic signals.	Rejected	N/A	N/A
434124	Bourne	Southbourne	Stein Road	Parking Issue	The extent of the parking restrictions proposed by the applicant were not clearly defined, no clear evidence of local support and likely to attract objections from the local community and users of the local shop	Rejected	N/A	N/A

436509	Chichester West	Chichester	Barlow Road	Parking Issue	Rejected as no evidence of councillor support or consultation locally	Rejected	N/A	N/A
437606	Chichester West	Funtington	Clay Lane	Speed Limit	Application for a lower speed limit	Rejected	N/A	N/A

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Community Highway Schemes – Update October 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 October 2018

Applicant	Parish	Local Member	Scheme Name	Description	Approx Cost £	Comments
Community Group	Boxgrove	Jeremy Hunt	The Street - Highway Improvements	The scheme will concentrate on footway improvements as other items not deliverable	100,000	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 October 2018

Applicant	Parish	Local Member	Scheme Name	Description	Approx Cost £	Comments
Parish/ Town Council	Fishbourne	Louise Goldsmith	Blackboy Lane Footway	Provision of new footway	200,000	Community Scheme has been reviewed and it did not meet criteria threshold for progression under this process.

Community Highway Schemes – Approved for design 2017 - Update October 18				
Details	Area Highway Manager	Local Member	Est. cost £	Update
Florence Road pedestrian crossing	Chris Dye	Simon Oakley	150,000	Design Complete, will be going out to consultation in near future. Construction planned for 19/20

Community Highway Schemes – Approved for design in 2016 - Update October 18				
Details	Area Highway Manager	Local Member	Est. cost £	Update
Westhampnett Cycle Facilities Construction of shared use cycleway through Westhampnett village linking with businesses	Chris Dye	Jeremy Hunt	370,000	Following consultation with the Parish Council and cycle forum detailed design is being undertaken and due to be completed by December'18. It is intended for the scheme to be delivered as part of the 19/20 ADP.

South Chichester County Local Committee**Community Initiative Funding****30 October 2018****Report by Director of Law and Assurance**

Ref: SC07(18/19)
Key Decision: No
Part I
Electoral Divisions: All in South Chichester CLC Area

Recommendation

- i) That the Committee considers the pitches made to the Community Initiative Funding as set out in Appendix A and pledge funding accordingly.

Proposal**1. Background and Context**

- 1.1 The Community Initiative Fund (CIF) is a County Local Committee (CLC) administered fund that provides assistance to local community projects. Bids should show evidence of projects which can demonstrate community backing, make a positive impact on people's wellbeing and support [The West Sussex Plan](#).
- 1.2 The terms and conditions, eligibility criteria and overall aim of the CIF have been agreed by all CLC Chairmen and these can be found on the County Local Committee pages of the West Sussex County Council website using the following link
- http://www.westsussex.gov.uk/your_council/meetings_and_decision-making/county_local_committees/community_initiative_funding.aspx
- 1.3 For projects to be considered for funding they must upload their project idea to the West Sussex Crowd (www.westsussexcrowd.org.uk) funding platform and pitch to the Community Initiative fund.

2. Proposal

- 2.1 That the Committee considers the pitches to the Community Initiative Funding as set out in Appendix A.
- 2.2 Pledges can be considered in the preparation and fundraising stage. When considering pitches in the preparation stage, decisions are subject to the applicant receiving full verification from locality and starting fundraising by the end of the financial year.

3. Resources

- 3.1 For the 2018/19 financial year, South Chichester CLC had a total of £33,018.96 for allocation, of this £29,018.96 is still available for allocation. Details of awards made in the current program and previous financial year are included in Appendix B.

- 3.2 There are three new pitches for consideration by the Committee.

One pitch is in fundraising stage with a total project cost of £14,866.00.

One pitch is in fundraising stage with a total project cost of £1,361.00.

One pitch is in preparation stage with a total project cost of £6,059.00.

These are outlined in Appendix A and can also be viewed at:

www.westsussexcrowd.org.uk.

- 3.3 CIF is intended for applications up to £5,000.

Factors taken into account

4. Consultation

- 4.1 Before a project can be added to the West Sussex Crowd it must be eligible for the [Spacehive](#) platform, and then before beginning crowd funding must be verified by [Locality](#). This involves inspecting the project to make sure it's viable and legitimate. The Democratic Services Officer, in consultation with the local County Councillor, will preview all projects that have then gone on to pitch to the Community Initiative Fund to ensure they meet the criteria.
- 4.2 District and Borough Council colleagues are consulted on whether applicants have applied to any funds they administer. In addition, some CLCs have CIF Sub Groups that preview pitches and make recommendations to the CLC.

5. Risk Management Implications

- 5.1 There is a risk in allocating any funding that the applicant will not spend some or all of it or that it might be spent inappropriately. Therefore the terms and conditions associated with CIF provide for the County Council to request the return of funds.
- 5.2 Projects that do not reach 95% of their funding target on The West Sussex Crowd within their project timescales, will not receive any funds. Any pledges made to unsuccessful projects will therefore be returned to the CLC CIF allocation and be detailed in Appendix B.

6. Other Options Considered

- 6.1 The Committee do have the option to defer or decline pitches but must give valid reasons for doing so. If they defer a project they need to take into account the timescales for the project and whether a deferral would allow the CLC to pitch at the following meeting.

7. Equality Duty

- 7.1 Democratic Services Officers consider the outcome intentions for each pitch. It is considered that for the following pitches, the intended outcomes would:
- advance equality of opportunity between people who share a protected characteristic and people who do not share it; and
 - foster good relations between people who share a protected characteristic and people who do not share it.
- 7.2 The CLC in considering any pitch should be alert to the need to consider any equality implications arising from the bid or the way the money is to be used if any are indicated in the information provided.

8. Social Value

- 8.1 The Community Initiative Fund's eligibility criteria requires applicants to explain how their project will support one or more of the County Council's priorities as set out in [The West Sussex Plan](#).

9. Crime and Disorder Act Implications

- 9.1 The applications for decision contain projects that will positively benefit the community and contribute toward the County Council's obligations to reduce crime and disorder and promote public safety in section 17 of the Crime and Disorder Act 1998.

10. Human Rights Act Implications

- 10.1 The County Council's positive obligations under the Human Rights Act have been considered in the preparation of these recommendations but none of significance emerges.

Tony Kershaw

Director of Law and Assurance

Contact: Adam Chisnall – 033 022 28314

Appendices

Appendix A – Current pitches for consideration by the Committee

Appendix B - Awards made in the current and previous financial year

Background Papers: Pitches are available to view on www.westsussexcrowd.org.uk

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Current pitches

The following projects have pitched to the Community Initiative Fund since the last meeting:

Actively Fundraising –

- **253/SC – Chichester Forest Schools CIC, Space to Breathe, £14,866 – Towards equipment, materials and publicity costs for outdoors wellbeing program to support teenagers.**
<https://www.spacehive.com/space-to-breathe>
- **274/SC – The Life Adventure, Selsey Sea Bathing Society, £1,361 – Towards cost of website development and hosting, paid social media advertising and producing flyers.**
<https://www.spacehive.com/selsey-sea-bathing-society>

In Preparation -

- **266/SC – Eartham Village Hall new boiler appeal, £6,059 – Towards purchasing and installing a new boiler plus replacing defective pipework.**
<https://www.spacehive.com/eartham-boiler>

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

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

Applicant	Summary	Member	Awarded	Feedback
205/SC – Selsey Care Shop	Towards the cost of utilities, phone installation, decorative works and purchase of furniture	Carol Purnell	£2,000.00	
209/SC – The Hidden Garden	Towards materials for community garden	Carol Purnell	£1,500.00	
220/SC – Grow Chichester Community Garden	Contribution towards garden improvements and public liabilities insurance to support delivery of weekly therapeutic gardening sessions	Jeremy Hunt	£500.00	

To note: The following applications received funding but subsequently failed to successfully reach their fundraising target. The funds will be carried over and available for reallocation by the South Chichester CLC.

- 204/SC - UKHarvest, £1,000 – Towards advertising, and purchasing kitchen utensils and other essentials.
- 208/SC - City Angels, £500 – Towards van repairs and maintenance, and restocking consumables
- 218/SC – HEART (Homeless Empowerment and Relational Transformation), £500 – Towards volunteer recruitment and training, branding and administration.

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

Applicant	Summary	Awarded	Member	Feedback
1/SC Bracklesham and Witterings Parkrun	Park Run	£1,200.00	Pieter Montyn	
34/SC Donnington Luncheon Club	for the purchase of 2 new ovens	£1,200.00	Jamie Fitzjohn	
55/SC Youth Dream Selsey	towards funding staff oversight	£2000.00	Carol Purnell	
60/SC Chichester Camera Club	towards a new projector	£1800.00	Simon Oakley	Evaluation form received.
61/SC Lifecentre	Towards office equipment to enable Lifecentre's development	£1500.00	Jamie Fitzjohn	
63/SC CYE Sailing	2017/18 Fleet Renewal	£2450.00	Viral Parikh	
122/SC Festival of Chichester	Towards Festival of Chichester 2018 programs	£1,800.00	Jamie Fitzjohn	
135/SC Sussex Clubs for Young People	Towards setting up the Duke of Cornwall award	£830.00	Simon Oakley	
143/SC Chichester Forest Schools	Towards nurturing children project	£2,500.00	Louise Goldsmith	Evaluation form received.
144/SC Chichester Community Development Trust	Towards the community garden	£2,500.00	Jeremy Hunt	
170/SC Lavant Parish Recreational Trust	Towards replacement Toddler area fencing	£2,100.00	Jeremy Hunt	
180/SC Dementia Support	Dementia Support Hub	£2,500.00	Simon Oakley	
182/SC Boxgrove Village Hall	Towards a community defibrillator	£2,454.74	Jeremy Hunt	

South Chichester County Local Committee**30 October 2018****Nominations for Local Authority Governors to Maintained Schools and Academy Governing Bodies****Report by Executive Director of Children, Adults, Families, Health & Education and the Head of School Effectiveness****Ref:
SC08(18/19)****Key Decision:
No****Part I****Electoral
Divisions: All in
CLC Area****Executive Summary**

The County Local Committee (CLC) duty regarding school governance is to stimulate interest and commitment to the governance of maintained schools and academies in the area and to identify and nominate suitable persons to serve as school governors on behalf of the County Council.

This report asks the Committee to make nominations of Local Authority Governors as outlined below.

Recommendation

That the nomination for appointment of Local Authority Governor set out in Appendix A, be approved.

Proposal**1. Background and Context**

- 1.1 The function of the nomination of school governors to maintained schools and academies is delegated to County Local Committees (CLCs) because it enables local county councillors to maintain a valuable link with the schools and helps promote to the wider public the important role of school governors.
- 1.2 Local authority governors are nominated by the local authority but appointed by the governing body. The CLC can nominate any eligible person as a local authority governor, but it is for the governing body to decide whether their nominee has the skills to contribute to the effective governance and success of the school and meets any other eligibility criteria they have set. The duty of the CLC is therefore to identify and nominate suitable persons to serve as school governors for maintained schools and academies on behalf of the County Council. The CLC, as representatives of the local authority, should make every effort to understand the governing body's requirements and identify and nominate suitable candidates. Without a CLC nomination a school is not able to appoint a Local Authority governor.
- 1.3 CLCs' delegated powers include the ability to appoint Authority, Community and Parent Governors to temporary governing bodies. Further changes are expected in due course in relation to temporary governing bodies.

- 1.4 CLCs also have the function to make nominations for the County Council to governing bodies of academies in accordance with either the funding agreement with the relevant government department or instrument of governance, as appropriate.

2. Nominations for Local Authority Governors

- 2.1 All county councillors are entitled to nominate for any school, although normal practice has dictated that the local county councillor's nomination can take precedence. County councillors should aim to familiarise themselves with the schools in their local area and are advised to consult the chairman of governors and/or head teacher concerning any local authority governing body vacancies.
- 2.2 The role of a governor can be complex as specific actions or ways of operating will vary depending on the type of school, its individual ethos and current circumstances. Governors provide the strategic leadership for schools alongside the head teacher. They should look to provide support and challenge for the school. Experience gained through a range of activities e.g. work, voluntary service or family life, where relevant, should be given equal consideration.
- 2.3 The 2012 Regulations (as amended) require that any newly-appointed governor has, in the opinion of the person making the appointment, 'the skills required to contribute to the effective governance and success of the school'. This could include specific skills such as an ability to understand data or finances as well as general capabilities such as the capacity and willingness to learn.
- 2.4 The following criteria are in place for the nominations of local authority governors:
 - i) governors are nominated on the basis of suitability and not in accordance with political party affiliations,
 - ii) applicants will not normally be nominated as local authority governors at a school if they are the husband, wife or partner of a permanent member of staff at that school,
 - iii) where the local authority appoints additional members to the governing body of a school identified by Ofsted as having serious weaknesses or requiring special measures, such governors will be appointed by the relevant Cabinet Member on the nomination of the relevant Executive Director since it is usually advantageous to bring in experienced governors from other areas
 - iv) if a county councillor is appointed as a local authority governor, and either does not stand for re-election or does not retain the seat during the quadrennial County Council elections, his/her term of office will automatically end on 31 August next following the elections. A county councillor, who resigns his /her seat on the Council, will within 4 months of his/her resignation cease to be a local authority governor. In either case, he/she is, of course, eligible for re-appointment if nominated by a county councillor.

- 2.5 If there are more applications than vacancies this will be made clear in Appendix A. Any discussion of the relevant merits of the candidates will be discussed in Part II of an agenda, in the absence of the press and public. This should then not discourage any potential candidates from applying, knowing that any discussion of their application will occur in private session.

3. **Reappointments**

- 3.1 Details of local authority governors seeking nomination for reappointment are forwarded to the governing body chairman and to the local county councillor. These nominations automatically progress to the next CLC meeting for decision unless an objection is received from a member by the given closing date. The governing body would be asked for comments on the nomination, and an objection may be lodged on the grounds of poor attendance.

4. **Current Vacancies**

- 4.1 The current vacancies in the CLC area are detailed in Appendix B.
- 4.2 Information about the role of school governors is available on the County Council website via this link:

<https://www.westsussex.gov.uk/education-children-and-families/schools-and-colleges/information-for-governors/>

5. **Proposal**

That the Committee makes the nomination (s) of Governors as set out in the recommendation above and Appendix A.

6. **Resources**

There are no resource implications arising from this decision as it is a nomination to a governing body.

Factors taken into account

7. **Consultation**

Local county councillors, head teachers and chairmen of governors have been consulted on all applications received. It is assumed that all are in support unless objections are received by Governor Services and/or the local county councillor.

8. **Risk Management Implications**

There may be a risk that on-going vacancies on a school governing body above a level of 25% will weaken its effectiveness.

9. **Other Options Considered**

County councillors can decide not to make a nomination to a governing body. They may defer an application if they require further information or consultation to enable them to come to a decision. In such a case the Governing Body cannot make an appointment.

10. **Equality Duty.**

The Equality Duty does not need to be addressed as it is a decision making an appointment or nomination to a governing body.

11. **Social Value**

None

12. **Crime and Disorder Act Implications**

None

13. **Human Rights Implications**

None

Kim Curry

Executive Director of Children,
Adults, Families, Health &
Education

Mark Jenner

Head of School Effectiveness

Contact: Governor Services Administrator
0330 222 8887

Appendix A: Local Authority Governors Nomination

Appendix B: Current Vacancy List

Background Papers

None

Local Authority Governors - Nominations under the 2012 Regulations

Maintained Schools

Nomination for Appointment:

The March C. E. Primary School

Mr Rod Hague for a four year term

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Authority Governor Vacancies for South Chichester County Local Committee Area

School	Division	Division Member	Vacant From	Current Status	Chairman	Head
Singleton CE Primary	Chichester North	Jeremy Hunt	19/10/2016	Outstanding	Janet Holt	Chris Todd

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