

Public Document Pack

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25 June 2019

A meeting of the Chanctonbury County Local Committee will be held at 7.00 pm on Wednesday, 3 July 2019 at The Storrington and Sullington Parish Hall, Thakeham Road, Storrington, West Sussex, RH20 3PP

Tony Kershaw
Director of Law and Assurance

Your local County Councillors



Pat Arculus
Pulborough



David Barling
Bramber Castle



Lionel Barnard
Henfield



Paul Marshall
Storrington

Invite you to come along to the Chanctonbury 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. **Election of Chairman**
- The Committee is asked to elect a Chairman for the Chanctonbury County Local Committee for the 2019/20 municipal year.
- 7.05 pm 2. **Welcome and Introductions**
- The members of Chanctonbury County Local Committee are Lionel Barnard, Pat Arculus, David Barling, and Paul Marshall.
- 7.10 pm 3. **Declarations of Interests**
- 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.

7.15 pm 4. **Minutes** (Pages 5 - 8)

To confirm the minutes of the meeting of the Committee held on 13 March 2019 (cream paper).

7.20 pm 5. **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.

7.20 pm 6. **Update on Recycling**

The Committee and members of the public will receive a short presentation on Recycling from a member of the West Sussex County Council Economy, Infrastructure and Environment team.

7.40 pm 7. **Progress Statement** (Pages 9 - 26)

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

7.50 pm 8. **Talk With Us**

To invite questions from the public present at the meeting on subjects other than those on the agenda.

The Committee request, where possible, that members of the public submit their questions at least 3 working days before the meeting to allow a substantive answer to be given. Questions should be submitted to jenna.barnard@westsussex.gov.uk

8.10 pm 9. **CLC Review - Committee Feedback**

The Committee are asked to have a collective discussion about their views on the purpose and format of CLCs.

The views will be passed on and considered at the next CLC Review meeting on 11 July.

8.20 pm 10. **Allocation of the Community Initiative Fund** (Pages 27 - 32)

The Committee is asked to consider the attached report by the Director of Law and assurance.

8.30 pm 11. **Chanctonbury Community Initiative Funding (CBY01(19/20))** (Pages 33 - 40)

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.

8.40 pm 12. **Nominations to School and Academy Governing Bodies (CBY02(19/20))** (Pages 41 - 48)

Report by Director of Education and Skills.

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

8.45 pm 13. **Date of Next Meeting**

The next meeting of the Committee will take place at 7pm on **Wednesday 20 November 2019, at a venue to be confirmed.**

Members wishing to place an item on the agenda should notify Jenna Barnard via email: jenna.barnard@westsussex.gov.uk or phone on 033 022 24525.

To: All members of the Chanctonbury 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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Chanctonbury County Local Committee

13 March 2019 – At a meeting of the Committee at 7.00 pm held at The Steyning Centre, Fletchers Croft, Steyning, BN44 3XZ.

Present:

Mr Barling (Chairman) (Bramber Castle;), Mr Barnard (Henfield;), Mrs Arculus (Pulborough;) and Mr Marshall (Storrington;)

Also in attendance:

Officers in attendance: Dean Wadey (Principal Community Officer), Chris Stark (Area Highways Manager) and Monique Smart (Democratic Services Officer)

24. Welcome and Introductions

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

25. Declarations of Interests

25.1 None declared.

26. Minutes

26.1 Resolved – that the minutes of the Chanctonbury County Local Committee meeting held on 21 November 2018 be approved as a correct record and be signed by the Chairman.

27. Urgent Matters

27.1 None

28. Progress Statement

28.1 Members considered the statements on matters arising from previous meetings (copy appended to the signed minutes) and noted the updates.

29. Talk With Us

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

- A resident who was also a Member of the local Neighbourhood Steering Group highlighted the need for a controlled crossing on the A283 to improve links between Bramber and Steyning. *The Area Highways Manager explained this would need to be an application for a new Community Highway Scheme (CHS). He explained that*

the application form is on the County Council website along with details of how it would be accessed.

- A few residents from Wiston and Ashurst asked for Members views on proposals for a Soft Sand review and potential sites in the Chanctonbury area. *David Barling stated that he had written in opposition to the proposed sites and was happy to share this with others. He encouraged Members and residents to respond formally to the consultation.*
- A resident asked about the West Sussex Crowd and the Community Initiative Fund (CIF). Firstly he asked for confirmation about what support was available for smaller groups when applying via the West Sussex Crowd. He also asked if the Committee would consider proportioning their grant fund evenly over the 3 meetings per year and lastly he asked if a small grants process would be considered. *The Chairman acknowledged that there had been some problems with the Crowdfunding approach and for smaller applications he was hopeful for the return of a small grants fund whereby applicants will only have to submit a simple application form. The Committee did not agree to split their funding allocation evenly between the meetings as they wanted to be able to look at each application on its own merit. The Chairman also explained that as a small committee they have limited funds so it would remain the case that they would not likely award over £2500 per application. The Chairman also confirmed that there would be a reduction in the amount of CIF next year and any surplus this year will go towards funding FireBreak.*
- A resident asked for more permanent speed data capture points in and around Storrington. *The Area Highways Manager detailed the locations of the current ones but confirmed that no further permanent ones could be added. He explained that if there was a highways improvement proposal in the area then possibly some temporary ones could be requested.*
- A local Parish Councillor asked what hard infrastructure measures would Highways suggest to reduce vehicle speeds on Clays Hill, Bramber. *The Area Highways Manager explained options and he and David Barling offered to liaise further with the Parish Council before they submitted an application for a Community Highways Scheme.*

30. **Chanctonbury Community Initiative Funding (CBY06(18/19))**

30.1 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 project for which funding was sought.

30.2 Resolved - That the following award(s) be made:

319/CBY – Watersfield Cricket Club, up to £1000 –Towards resurfacing and repairing the net.

320/CBY – Sandgate Conservation Society, Sandgate Park bridge, £2500 – Towards a new footbridge over a steep bank.

324/CBY – 1st Cowfold Scout Group, up to £1000 towards Tables and benches for camping.

330/CBY – Steyning Parish Council, Stunning Town Entrance, up to £2500 –To purchase the main signpost, planters and installation costs for Steyning-in-Bloom project.

31. North Street, Storrington - Proposed Traffic Regulation Order (CBY07(18/19))

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

31.2 The Area Highways Manager introduced the report that included proposals for the installation of No Waiting, No Loading and Unloading restrictions on North Street, and the installation of a single disabled bay. It also proposed the installation of double yellow lines on West Street, in place of an existing Limited Waiting bay approximately 30m in length. Further to this, it was proposed to install double yellow lines along Monastery Lane, from its junction with West Street, to a point just south of the entrance to the allotments.

31.3 The Area Highways Manager highlighted the responses received to the public consultation of the proposed scheme detailed in Appendix B. He confirmed that the officer recommendation was to approve the scheme as advertised.

31.3 The local Member Paul Marshall spoke in support of the proposals stating they were linked to the air quality improvements for the area. He also confirmed he had visited one of the shops that has objected to having a parking space removed and although they did not withdraw their objection he thought they understood the reasons why it was being proposed.

31.3 The Parish Council representative present also spoke in support of the proposals.

31.4 Resolved that the Chanctonbury County Local Committee considered the objections to the scheme, and the responses in Appendix B, and authorised the Director of Law and Assurance to implement all measures proposed.

32. Nominations to School and Academy Governing Bodies (CBY08(18/19))

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

32.2 Resolved – that the Committee approved the following nomination:

- Mrs Cecile Bagnall to St Marys Primary, Pulborough, for a four year term

33. **Date of Next Meeting**

33.1 The Chairman confirmed that the next meeting of the Committee will take place on 3 July at 7pm at Storrington Parish Hall.

Chairman

The meeting closed at 8.25 pm

Chanctonbury County Local Committee

3 July 2019

Progress Report

Date & Minute No.	Subject:	Action / Progress	Officer/Member Contact:
Misc:	A27 Arundel Bypass	Members wrote to the South Downs National Park Authority with their collective views about the parks decision to seek judicial review on the A27 option for Arundel.	Committee
June Update:	<p>Members met the South Downs National Park (SDNP) Chairman. Highways England (HE) have since announced that a further consultation will take place and the SDNP have dropped the case for Judicial Review.</p> <p>Highways England: The consultation, which is planned for spring 2019, will give local people a fresh look at all the viable options for upgrading the A27 using the latest available information.</p> <p>On 11 May 2018, Highways England announced that its preferred route for the A27 Arundel Bypass was a modified version of Option 5A. Further surveys and technical work have resulted in changes to the design of the scheme and a need to reconsider this alongside other options not previously published for consultation with the public. A further non-statutory consultation on options for the A27 Arundel Bypass is planned for late summer 2019 and details of the consultation events will be publicised in due course. The preferred route decision remains in place as discussions with affected landowners are continuing but will be revisited following the consultation on options. The County Council will consider all of the options before setting out views in response to the public consultation.</p> <p>The Highways England Preferred Route 5A document is attached at Appendix A.</p>		
Misc	Updates on Traffic Regulation Orders and Community Highways Schemes attached at Appendicies B and C.		

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A27 Arundel Bypass

Preferred route announcement



Spring 2018



Introduction

At Highways England, we believe in a connected country and our network makes these connections happen. We strive to improve our major roads and motorways – engineering the future to keep people moving today and moving better tomorrow. We want to make sure all our major roads are more dependable, durable and, most importantly, safe. That's why we're delivering £15 billion of investment on our network – the largest investment in a generation.

The A27 Arundel Bypass improvement scheme is a critical part of this investment: by reducing congestion in the area, the scheme will improve journeys along the corridor between Brighton and Portsmouth, which is great news for the local and regional economy.

In this brochure, we explain the preferred route for the scheme, how we have assessed the options and carried out public consultation. We also give details of what will happen next.

Why is the scheme needed?

As the only east-west trunk road south of the M25, the A27 serves a population of more than 750,000 people, and connects a number of coastal communities between Portsmouth and Pevensey, near Eastbourne. On average, West Sussex also attracts 17 million visitor days per year, which, according to VisitBritain, is worth around £508 million to the local economy¹.

The A27 is currently a dual carriageway on either side of Arundel, but the single carriageway section and junctions through the town cannot cope with today's traffic volumes.

Long queues approaching Arundel are commonplace and, with the population predicted to rise across the region in future, congestion and delays will only increase if nothing is done to improve the road.

Road safety is also a concern with an above average number of accidents on this section of the A27, while congestion around Arundel results in some drivers seeking alternative routes which are less suited to accommodating higher traffic flows. These alternatives include the B2139 through the South Downs National Park, disrupting the otherwise tranquil nature of the Park. Residents in local towns and villages are also affected by increases in through traffic.

In recognition of these problems, the Government, in its Road Investment Strategy 2015-2020, set out its intention to replace "the existing single carriageway road with a dual carriageway bypass, linking together the 2 existing dual carriageway sections of the road".



Figure 1: Scheme location

¹The GB Day Visitor Statistics 2015, VisitBritain

The objectives of the scheme are to:

- **Improve capacity** whilst supporting local planning authorities to manage the impact of planned growth.
- **Reduce congestion**, and make journey times shorter, and more reliable.
- **Improve the safety of travellers** and consequently the wider local road network.
- **Improve accessibility** for all users to local services and facilities.
- **Deliver a scheme that minimises environmental impact** and seeks to protect and enhance the quality of the surrounding environment through its high quality design.
- **Respect the South Downs National Park** and its special qualities in our decision making.

Public consultation

We ran a public consultation from 22 August to 16 October 2017, to gather feedback on our proposals and provide insight to help determine the preferred route. During the consultation period we held 8 public exhibitions and attended local stakeholder meetings to discuss our proposals.

The exhibition events were publicised through a combination of channels, including letter drops, media coverage, online promotion, local community groups and social media. As well as being available at the exhibitions



and on our website, information and questionnaires could also be found at local libraries and community venues.

The options taken to public consultation

authorities to develop options that would achieve the scheme objectives and represent value for money in line with the available budget.

We conducted a series of traffic and environmental surveys and assessments to explore a number of bypass options. We also worked with local highway and planning

Although significant environmental constraints and national planning policy risks were identified, our technical work concluded that 3 options met

Option 1

- A new dual carriageway from Crossbush junction, passing to the south-west of Arundel railway station, joining the A27 east of Ford Road.
- The existing section of the A27 west of Ford Road roundabout would be widened to a dual carriageway. The Ford Road roundabout would be signalled controlled to reduce congestion.
- A new pedestrian/cycle path would also be introduced from Crossbush junction, using the existing section of the A27. The path would continue alongside the widened carriageway as far as the Binsted Lane junction, to connect with existing Public Rights of Way and footpaths.

Option 3

- A new dual carriageway from Crossbush junction, south of the current A27. From Ford Road, the route would continue north through Torington Common and the South Downs National Park, to re-join the existing A27 alignment at a new junction near Havenwood Park.
- There would be a continuous pedestrian/cycle path between Crossbush junction and Yapton Lane, alongside the existing A27.

Option 5A

- A new dual carriageway following the same alignment as Option 3 between Crossbush junction and Ford Road. It would then continue west before going north through the South Downs National Park and Binsted Woods, before re-joining the existing A27 near Yapton Lane.
- There would be a continuous pedestrian/cycle path between Crossbush junction and Yapton Lane, alongside the existing A27.

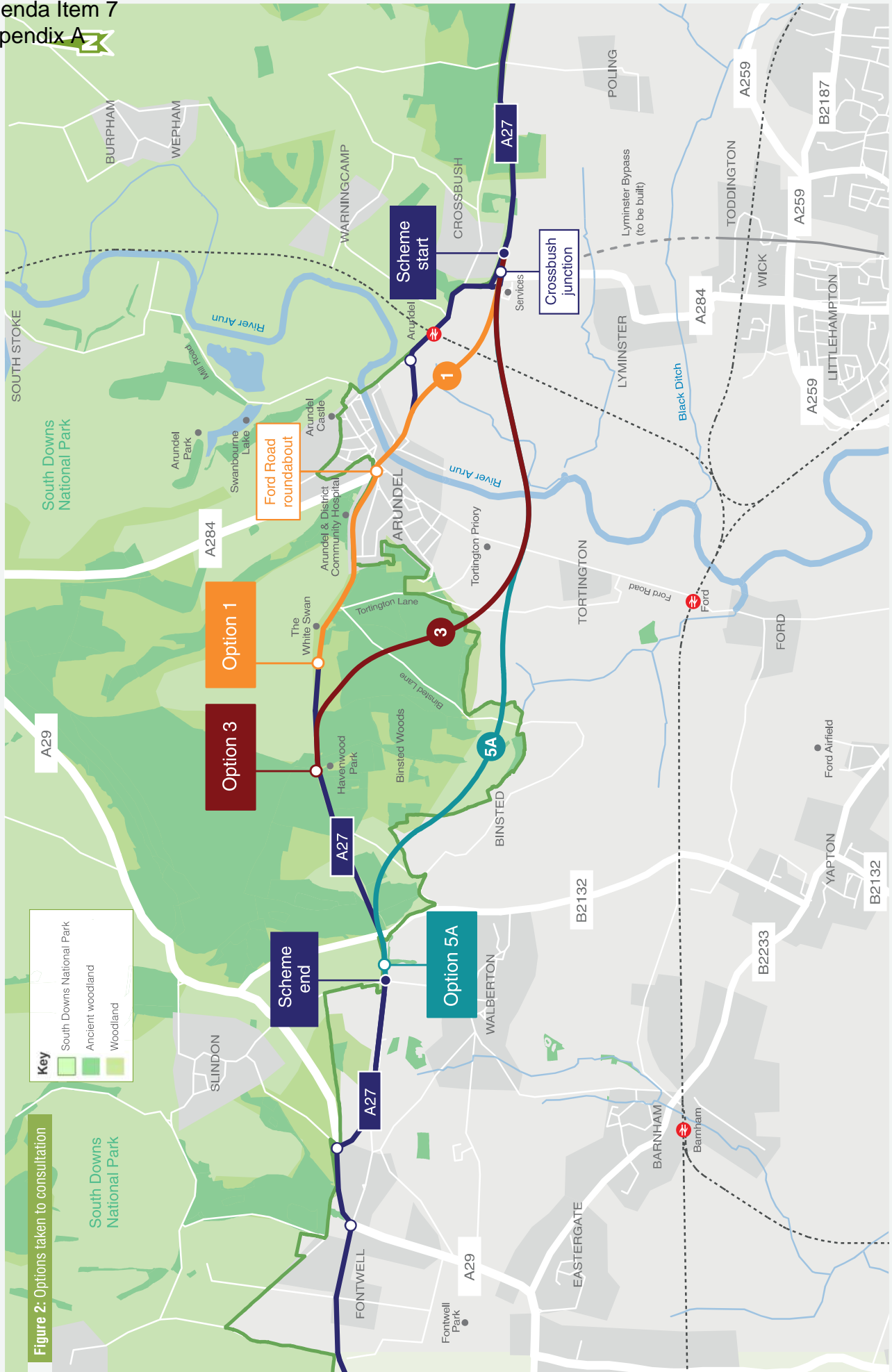


Figure 2: Options taken to consultation

Response to the public consultation

A total of 2,062 people attended the exhibitions and stakeholder meetings, while we received 2,821 completed questionnaires, with a further 7,135 responses by letter or email. Of the written responses, 132 were from key stakeholders while there were also 2 petition email response campaigns, co-ordinated by Friends of the Earth and the Woodland Trust. These received 737 and 5,748 signatories, respectively.

The feedback we received showed that:

- 79% of people who responded agreed that the road needs to be improved.
- The majority of people who took part in the consultation were very concerned about congestion or delays at junctions, journey times and reliability.
- People were also concerned about the effects of A27 traffic on the environment, road safety and the impact that traffic trying to avoid the A27, has on other local roads.
- There are significant concerns over the environmental impact of the scheme as a whole, with 82% of environmental groups who responded opposed to the scheme. There are also specific concerns about how each of the 3 options would affect the environment.

Feedback on each option is summarised next. Please refer to our Public Consultation Report for full details. The report is available to read or download from <https://highwaysengland.co.uk/projects/a27-arundel-improvement/> or can be viewed at the deposit points listed at the end of this brochure.

Option 1

- 27% of people supported this option.
- Analysis of 2,251 additional comments received to explain a respondent's support for or opposition to Option 1, showed that:
 - 12% thought it would have the least impact on the environment.
 - 9% believed it was the most cost-effective solution.
 - 3% did not feel that it offered a long-term solution.
 - 3% were concerned about the impact that the route would have on feelings of severance within Arundel, with a further 3% citing concerns about the route being too close and bringing traffic into the town.
 - 3% noted concerns about congestion at Ford Road roundabout.
 - 2% mentioned concerns about air quality and a further 2% suggested the route should be single carriageway through Arundel.
 - Of 658 respondents who raised other concerns about this option, 66% mentioned the level of disruption that would be caused during the construction phase and 59% cited concerns about impacts on the landscape and scenery.

Option 3

- 23% of people supported this option.
- Analysis of 1,287 additional comments received to explain a respondent's support for or opposition to Option 3, showed that:
 - 7% were related to general concerns about the environmental impact, with specific concerns also raised about impacts on Binsted Woods (4%), South Downs National Park (3%) and Tortington Common (2%).
 - 5% believed this option would have the most significant impact on congestion, while 4% stated that traffic levels would fall in Arundel.
 - 3% felt the option would minimise the impact on surrounding villages.
 - 3% specifically mentioned that this is the best option for the community and residents of Binsted, while a further 4% felt it would be best for Arundel residents.

Option 5A

- 48% of people supported this option.
- It was also supported by the majority of local authorities and business groups who responded, including Arun District Council, Arundel Town Council, West Sussex County Council, Arundel Chamber of Commerce and the Coast to Capital Local Economic Partnership.
- Analysis of 2,943 additional comments received to explain a respondent's support for or opposition to Option 5A, showed that:
 - 5% felt it would have the greatest impact on congestion, with a further 5% viewing it as the best long-term solution and 2% stating that journey times would improve.
 - 3% were concerned about the proximity of the route to Binsted, and the resulting impacts on the local community in the village. The Arundel Bypass Neighbourhood Committee also submitted a petition with 2,508 signatures opposing this option, with Walberton Parish Council's consultation response also expressing their opposition.
 - 17% of respondents felt that it would not achieve the scheme objective of minimising environmental impact, although it was not seen to be as negative overall on the environment as Option 3.

To summarise:

- Option 5A was the most popular with people who responded to the consultation; Option 3 was the least popular.
- There are significant causes for concern with each of the options presented, including impacts on local communities, biodiversity and ancient woodland.

Choosing a preferred route

We carefully considered a number of factors to identify our preferred route for the scheme, including:

- The extent to which the design meets the scheme objectives.
- Build cost and the value for money that this would offer.
- How well the chosen option fits with local plans and planning policy as set out in the National Networks National Policy Statement.
- The effects on the heritage and cultural value of historic assets in Arundel.
- Feedback from the public consultation.
- And the options for keeping traffic moving and minimising disruption for local communities during construction.

The preferred route

We have chosen a modified version of Option 5A as our preferred option for this scheme (see page 12 for a map of the route).

By providing a new dual carriageway bypass between the Crossbush junction to the east of Arundel and a new junction between Binsted Lane and Yapton Lane to the west, Option 5A will provide a long-term solution to relieve congestion and delays in the area, and help reduce severance in the town centre. It will also:

- **Improve journey times:** this modified version will reduce average journey times by up to 8 minutes westbound between the A27/Blakehurst Lane/Polling Street junction and the A27/Mill Road/Tye Lane junction, and 12 minutes eastbound.
- **Make journeys safer:** the bypass will improve safety on the highway network by encouraging motorists to use the A27, rather than seeking alternative local routes to avoid congestion around Arundel.
- **Support economic growth:** businesses across the region will benefit from efficiency improvements and improved journey times, while the additional capacity that the route provides will enable local authorities to better manage the impacts of planned population growth.
- **Help cyclists and pedestrians:** lower traffic levels on the existing A27 are likely to make the route more attractive to cyclists and pedestrians. There will also be stronger opportunities for introducing new dedicated facilities that can further encourage more walking and cycling in the area, including a continuous pedestrian/cycle path along the existing A27 around Arundel.

Developing the design: the modifications that we have made to Option 5A

Having taken feedback from the public consultation into account, we have modified the design to address some of the concerns that were raised during the consultation. Specifically:

To further improve safety:

- The junction at the western end of the bypass will be revised so that local traffic from Yapton Lane and Shellbridge Road will be clearly separated from motorists joining/leaving the A27.

To reduce the environmental impact:

- The alignment of the route has changed slightly so that it crosses the River Arun further south than initially proposed. This will reduce the impact on the Tortington Priory scheduled monument.
 - We are also revising the layout of the junction at the western end of the scheme to reduce the impact on ancient woodland.
- The environment-related scheme objectives will continue to guide the ongoing design development, and we will continue to seek design improvements in order to incorporate enhancements and further mitigate the environmental impacts.
- We look forward to working with the relevant stakeholders to develop these proposals.

Agenda Item 7 Appendix A

In making the decision on the preferred route we have discounted options 1 and 3. The reasons for this are outlined below.

Option 1

This option achieved a low level of support during the consultation. Widening the A27 through the centre of Arundel would increase severance in the feeling of division in the town, and overall there were fewer safety benefits to be gained.

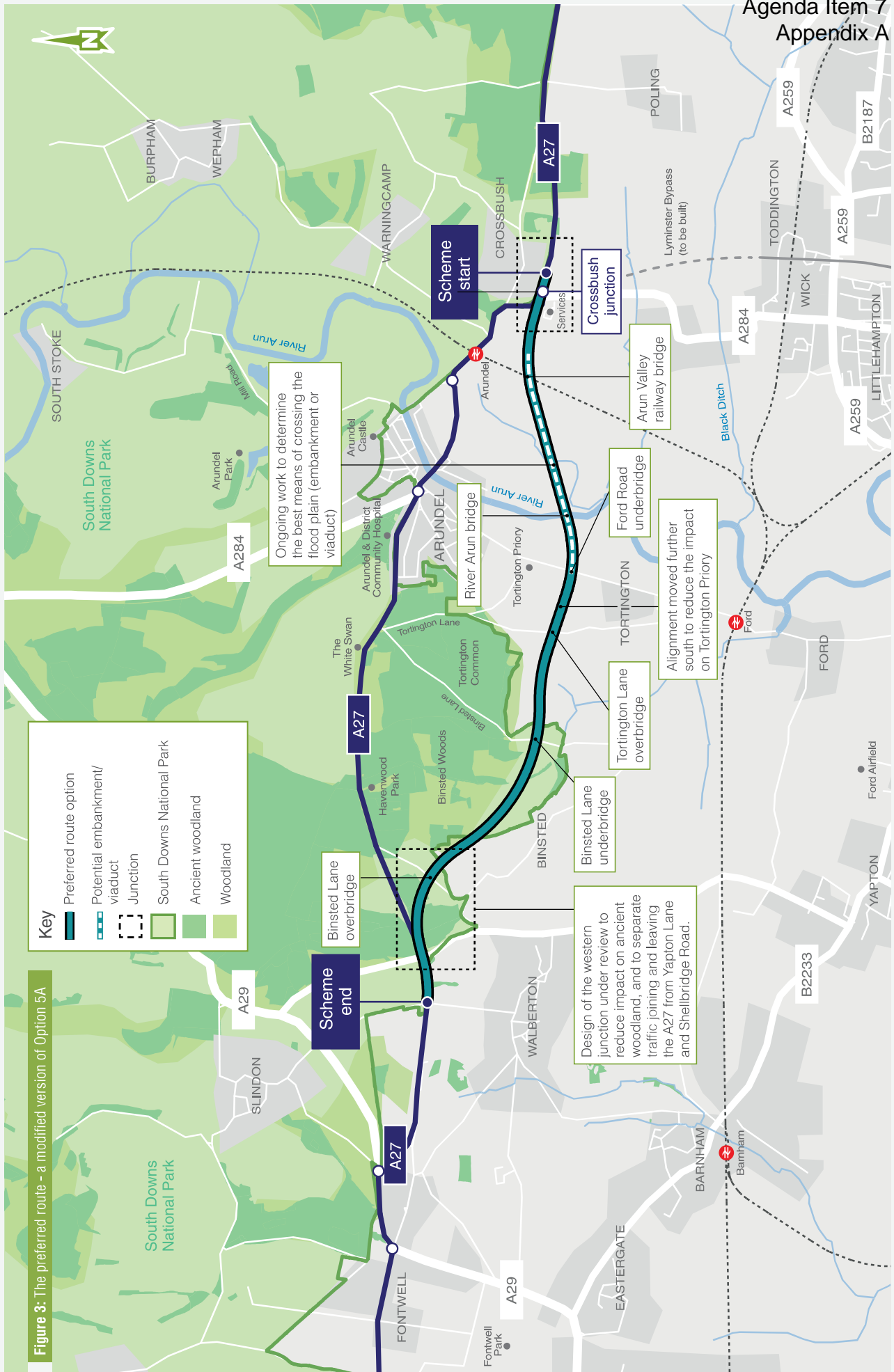
We also had concerns over the ability of the improved road to deal with anticipated future traffic volumes, particularly at Ford Road junction.

This option therefore failed to meet the scheme objectives.

We considered design changes that could help to mitigate for this, but they would impact significantly on both the environment and the local community. The potential design changes would also increase the cost of the scheme and lower the overall value for money. We discounted the option on these grounds.

Option 3

This option was the least popular option at consultation, and it had the greatest impact on areas of ancient woodland and the South Downs National Park. We discounted it on these grounds.



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Our approach to developing road schemes

We recognise that there is an understandable level of concern about how road schemes, like this one, impact on the environment. We specifically appreciate that residents, communities and other important stakeholders are worried about the impact that the A27 Arundel Bypass scheme will have on the local area, particularly the South Downs National Park and ancient woodland. We are committed to ensuring that the adverse impacts of this scheme are reduced where possible.

We intend to develop innovative and meaningful environmental enhancements to be delivered as part of the scheme, and will continue to work closely with the South Downs National Park Authority, Natural England, Historic England and the Environment Agency, to integrate the route as far as possible into the area's distinctive landscape.

Similarly, we would like to work in conjunction with other key stakeholders including, but not limited to, local highway and planning authorities, community and residents' groups, and environmental bodies, to develop the full mitigation strategy as the scheme develops over time. An independent design review panel, consisting of representatives from different sector interests, will also provide advice as the scheme progresses.

We've included examples on pages 15, 16 and 17 as to how we've managed to achieve a balance on other notable road schemes. We have also outlined next some of the things we would intend to do to help mitigate for this scheme:

- The modifications to the route outlined on page 11 have reduced the extent of ancient woodland affected by the scheme.
 - Using our experience of translocating ancient woodland habitats as part of other schemes, we intend to translocate soils and stools from ancient woodland within the Binsted Woods Complex Local Wildlife Site to help re-establish woodland that will be lost as the scheme is delivered. Sites for the translocation will be identified as part of the mitigation strategy for the scheme.
 - We will take steps to address wildlife habitat loss, including some irreplaceable habitats, resulting from the scheme's construction, including creating new woodland, wetland and grassland habitats. The scheme design will also mitigate impacts on protected bat species by providing alternative roosting locations and foraging habitats.
 - We will investigate measures to ensure that animals are able to cross the route, including introducing bespoke wildlife crossing structures or underpasses, where necessary.
 - We continue to assess, and will aim to deliver, the most effective means of reducing flood risk, including improvement works to the tidal flood defences or the introduction of wetland habitats behind new tidal flood defences.
- More specific detail on the mitigation strategy will be provided as the scheme design develops, with the opportunity to comment on the proposed elements given during the statutory consultation (see page 18 for more information on next steps).

Agenda Item 7 Appendix A

Case study: A14 Cambridge-Huntingdon upgrade

We began a £1.5 billion upgrade of the A14 between Cambridge and Huntingdon in 2016, as part of a plan to relieve congestion, unlock economic growth and better connect communities. The work, which involves building a major new bypass, widening sections of the A14 and A1 and demolishing the A14 viaduct, is currently the largest road project in the UK.

We've worked closely with environmental experts and ecologists throughout the development of the scheme. As well as planning and creating new habitats and protecting wildlife during construction, the A14 ecology team also surveyed the site for protected flora and has planned the tree replanting scheme once construction has been completed.

When the project is complete, 271 hectares of new, connected habitat for wildlife (equivalent to 269 rugby pitches) will have been created, and twice as many trees will have been replanted as were felled before the start of the scheme.

In recognition of the A14 team's efforts, the scheme was short-listed for the BBC Countryfile Magazine Awards, in the Conservation of the Year category. Here's what they said about it:

'The Highways England Mitigation Project': *Hardly the catchiest of titles, but a deserving nominee nonetheless. The biggest road project currently in construction in the UK is the A14 upgrade between Cambridge and Huntingdon, which will extend for 21 miles through farmland, taking out mature trees and hedgerows. Highways England's ecology team have designed a scheme to ensure the area is more biodiverse than before the works, including replanting every tree felled with two more, creating 271 hectares of connected habitat for wildlife and relocating affected species such as water voles.*

Judge Sheena Harvey says: *"It's a project that should lead the way in how to mitigate that damage done by infrastructure works – this is an example that needs to be out there for people to follow."*



Case study: Cossington Fields

The A2/M2 scheme which was opened for traffic in 2000, sought to widen the road between Cobham and junction 4. The scheme resulted in the unavoidable loss of a number of narrow strips of ancient woodland.

To compensate for the loss, 2 areas of new woodland were created: one through the planting of native species on land next to Great Crabbles Wood, a site of special scientific interest, and another through a combination of planting and translocation of ancient woodland topsoil and Hazel coppice, at Cossington Fields (adjacent to Frith, Malling and Tunbury Woods).

The aim of soil translocation was to speed up habitat development by translocating ground flora species and ground dwelling invertebrates. From 2000-2009, detailed monitoring of the 2 sites was undertaken to determine the success of the mitigation, and to compare the 2 methods of habitat creation.

Botanical monitoring at Cossington Fields has demonstrated the successful translocation of ancient woodland topsoil, at least in the short to medium term (10 years). The ground flora is continuing to develop, with a range of woodland species established and thriving, including a number of ancient woodland indicator species.

Pictures taken mid April 2018



Case study: A556 Knutsford

Construction of the new A556 link road between the M56 and the M6 in the north of England, which began in November 2014 and finished in March 2017, provides a good example of the approach we took to the design and build of new road in an environmentally-sensitive area. We were determined to incorporate a large proportion of biodiversity mitigation and enhancements into this scheme, partly to meet legal obligations but mainly to meet our commitment to working as sustainably as possible.

The work, which included a variety of mitigation and improvement measures included the installation of:

- Replacement bat roosts – boxes already being populated by the flying mammals and 6 innovative bat 'hop-overs' being constructed using vegetation and fencing to guide bats safely over the road where it has crossed existing flight lines.
- A network of 21 ponds to provide new habitats for the area's population of great crested newts and aimed at boosting the local population as well as providing watering for small mammals such as water shrews.
- 3 new barn owl boxes which will be managed by a local conservation group to help expand owl habitats in the area.
- Mammal tunnels under the new road to provide safe crossings for badgers, hedgehogs, voles and also amphibian species like newts and frogs.
- An innovative 'green bridge' across the dual carriageway providing a route for bats, badgers and other animals with badgers in particular expected to use the bridge to interact with other outlier setts and reach foraging grounds.
- Landscape planting including new native woodlands and species-rich grassland to enhance existing habitats – with nesting and foraging birds among those benefiting.

The work has been heralded a success, and notably the work to recreate a badger sett was highly commended in the Chartered Institution of Highways and Transportation (CIHT) awards in 2015. The scheme also won a Green Apple Award in November 2016.

What happens next?

We have now finished the options identification and selection part of the scheme and have made the preferred route announcement. We will now do some further work to look more closely at the local area, completing our surveys and investigations to help us design the scheme in greater detail.

There will be a further period of consultation next year, when we ask you for your views on this more detailed design before we submit our application for a Development Consent Order.

We will work with the local authorities to shape this consultation, to ensure that everyone has the opportunity to have their say.

Development Consent Order application

This scheme is classed as a Nationally Significant Infrastructure Project under the Planning Act 2008. This means we are required to make an application for a Development Consent Order so we can obtain permission to construct the scheme. We will make the application to the Planning Inspectorate who will examine the application in public hearings and then make a recommendation to the Secretary of State for Transport who will decide on whether or not the project will go ahead.

Find out more about the Development Consent Order process on the

Planning Inspectorate's website:

<http://infrastructure.planningportal.gov.uk>

A27 Arundel Bypass Preferred route announcement Appendix A Agenda Item 7

Further information

For more information about the scheme, please visit our website, where you can also sign up to receive email alerts whenever it is updated: <https://highwaysengland.co.uk/projects/a27-arundel-improvement/>

The following documents are also available to read and download from the project website:

- Public Consultation Report
- Scheme Assessment Report



These documents, along with copies of this preferred route announcement brochure, will also be available to view for a period of 12 weeks, at the following locations:

- **Arundel Town Hall**, Maltravers Street, Arundel, BN18 9AP
- **Arundel Library**, 2 Surrey Wharf, Arundel, BN18 9DW
- **Angmering Library**, Arundel Road, Angmering, Littlehampton, BN16 4US
- **Bognor Regis Library**, 69 London Road, Bognor Regis, PO21 1DE
- **East Preston Library**, The Street, East Preston, Littlehampton, BN16 1JJ
- **Littlehampton Library**, Maltravers Road, Littlehampton, BN17 5NA
- **Rustington Library**, Claigmar Road, Rustington, Littlehampton, BN16 2NL



In writing:

A27 Project Team
Highways England,
Bridge House,
1 Walnut Tree Close,
Guildford,
Surrey
GU1 4LZ



By email:

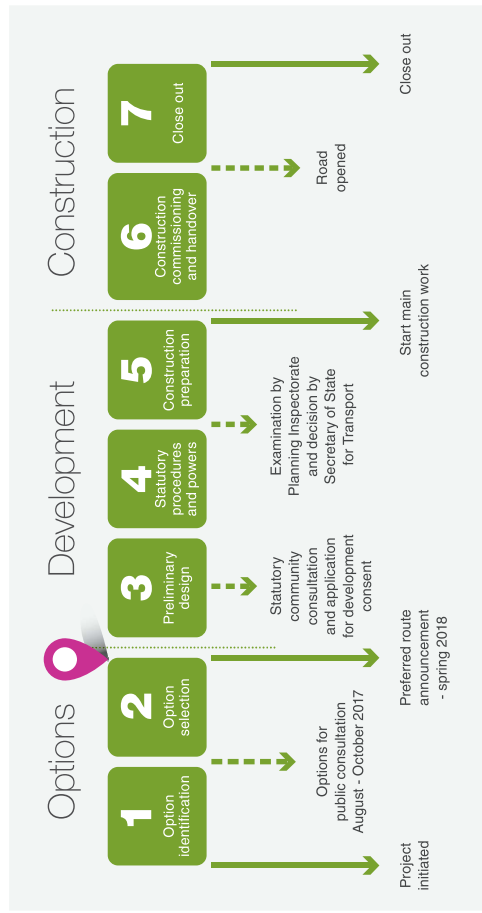
A27ArundelBypass@highwaysengland.co.uk



Telephone:

0300 123 5000 (24 hours)

Stages of scheme development



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TRO No.	Town	Principal Street	Update
CHA1801	Storrington	North Street	With contractor awaiting installation, expected by end August 2019.
CHA1804	Upper Beeding	Henfield Road	With contractor awaiting installation, expected early July 2019.
CHA1901	Washington	Storrington Road	Awaiting public consultation

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Community Highway Schemes – Approved for design in 2016

Location	Details	Local Member	Est Cost £	Update May 2019
Storrington, School Hill jw Manleys Hill	Lorry congestion at tight corner Prohibition of HGV movements in School Hill	Paul Marshall	20k	All signs installed and TRO operational. Enforcement is responsibility of Sussex Police.

Community Highway Schemes – Approved for design 2017

Location	Details	Local Member	Est Cost £	Update May 2019
Pulborough	Thakeham Pedestrian improvements to Water Lane	Pat Arculus	180,000	Traffic Signal scheme design is progressing, due to the complexity of the scheme it is possible delivery may need to be undertaken in the 20/21 programme
Henfield	A23 & A24 Junctions with A272 Air quality issues in Cowfold – new signing to reduce lorry movements	Lionel Barnard	60,000	Initial feasibility report indicates low likelihood of achieving air quality improvement but investigations continuing.
Pulborough	Thakeham – B2139 Jackets Hill speed reduction	Pat Arculus	55,000	TRO had no objections. Scheme delivery expected Autumn 2019.

Community Highway Schemes – Approved for design 2018

Location	Details	Local Member	Est Cost £	Update May 2019
Storrington	Fryern Road, Storrington – new footway to provide connectivity to	Paul Marshall	15,000	With consultants for feasibility and design in 19/20

Agenda Item 7

	bus stop			
West Grinstead	High Street Partridge Green traffic calming and 20mph speed limit	Lionel Barnard	60,000	With consultants for feasibility and design in 19/20
Amberley	B2139 Turnpike Road footway extension	Paul Marshall	100,000	With consultants for feasibility and design in 19/20

Chanctonbury County Local Committee
3 July 2019
Allocation of the Community Initiative Fund
Report by Director of Law and Assurance
<p>Summary</p> <p>In response to comments and feedback from Members, partners, and the public, the Cabinet Member for Safer Stronger Communities has agreed to a mechanism for smaller grants to be made by CLCs as part of the Community Initiative Fund (CIF). This would be for smaller-scale projects seeking funding of no more than £750 for total costs of their project.</p> <p>An organisation seeking funding for £750 or less are able to apply direct for a grant as an alternative to using the crowdfunding platform. This would be aimed at smaller groups with low project costs.</p>
<p>West Sussex Plan: Policy Impact and Context</p> <p>CIF grant funding makes a significant contribution to the aims of the Council in unlocking the power of communities by supporting them with contributions to projects in their local area that support the aims of the West Sussex Plan.</p> <p>This new approach will improve the support for small projects not suitable for the crowdfunding approach but whose aims match the aspirations of the West Sussex Plan.</p>
<p>Financial Impact</p> <p>There is no financial impact as this decision does not change the CIF grant fund size.</p>
<p>Recommendations</p> <p>The County Local Committee is asked to note:</p> <ol style="list-style-type: none"> 1) changes to the operation and processes for the allocation of Community Initiative Fund money to both a crowdfunding model and a smaller 'micro fund' as outlined in the report, in line with the Decision Made by the Cabinet Member for Stronger, Safer Communities; and 2) that the change takes effect from June 2019

1. Proposal

Background and Context

- 1.1 A decision was taken in April 2018 (Ref SSC11 17-18) that all grants funds available to County Council Members to allocate would be pooled into the Community Initiative Fund. In order to be eligible for funding, the applicant would need to submit their proposal through the West Sussex Crowd, a crowd funding platform that sought to encourage funds from other sources, including businesses and the voluntary sector.
- 1.2 A year after the implementation of a crowdfunding platform has allowed for a greater understanding of the benefits and limitations of using such a system. To date the West Sussex Crowd has managed to attract additional funding of over £470,000 from over 2000 backers donating to projects and seeing 77 successfully funded projects.
- 1.3 During the application process project managers are asked to provide details of their organisation including information regarding charitable status, financial position and organisational structure etc. This information is then verified by a third party to ensure legitimacy and transparency.
- 1.4 Feedback received from partners, members of the public and project managers has suggested that this process, for projects asking for smaller amounts of money may be counter-productive and less cost effective.
- 1.5 A proposal has therefore been put forward for small scale applications to apply directly to the County Council for funding, without using a crowdfunding platform.
- 1.6 The introduction of a 'micro fund' would effectively seek to reintroduce the previously established Small Grants Fund, which was administered by the County Council Communities Team. This fund was set at £80,000 per year and the average application was between £500 and £800. The proposed limits to be applied to CIF are in-line with this previous arrangement.

2. Proposal Details

- 2.1 It is proposed to change the arrangements for the allocation of CIF so that projects which have a total cost of £750 or less will only need to complete a short, paper-based application form. Paper based application forms will be considered in the same way as those submitted through the West Sussex Crowd at CLC meetings.
- 2.2 Projects with a total project cost of more than £750 will need to complete their application through the West Sussex Crowd in the normal way.
- 2.3 Each County Local Committee allocating their funds will be able to initially allocate up to 30% of their total annual CIF budget to projects applying through the paper-based application. Should any CLC wish to increase the proportion of available CIF for small grants they should only do so after, the exhaustion of the 30% initial allocation and after consideration of a report setting out the amounts generated by crowdfund driven grants in the

previous period and an evaluation of the comparative benefits of small grants for their area by reference to the West Sussex Plan criteria.

- 2.4 CIF reports submitted to each CLC will feature a running total of how much has been spent on projects submitted through the West Sussex Crowd and also those that have been submitted for projects under £750.
- 2.5 It is proposed that Members continue to play a key role in the following ways by:
 - Setting the principles and objectives that will help determine how funds are allocated
 - Agreeing funding pledges to be made to projects in their CLC areas
 - Exploring and understanding the needs and community expectations in their areas
 - Championing, encouraging and supporting local groups to develop ideas to meet local needs and use the platform to raise funds
 - Monitoring the use of public funds and the effectiveness of the collaborative approach
- 2.6 Allocating 30% of the CIF fund to the micro fund reflects the previous small grants total (£84,000) and having a maximum funding limit of £750 also reflects the average of applications under the former small grants fund.

Factors taken into account

3. Consultation

- 3.1 Officers met Voluntary Sector Organisations in April 2019 to receive feedback on the crowdfunding model. Feedback received from these sessions supported the implementation of a 'micro fund' and responses were universally positive.
- 3.2 All members received a communication from the Cabinet Members for Safer Stronger Communities on 15 April 2019 regarding the proposed changes. Feedback and comments on the proposal were encouraged.
- 3.3 Formal consultation on the proposed change will be incorporated in the scheduled CLC review to be undertaken by the Governance Committee to commence in May 2019.

4. Financial (Revenue and Capital) and Resource Implications

Revenue consequences of proposal

- 4.1 There are no revenue considerations to consider as this decision is not changing the CIF grant fund size.

Resource Implications

- 4.2 Officer time will be required to assess each application and determine whether it is appropriate to be considered at CLC meetings. This will be monitored regularly to ensure the process is neither overly consuming or counterproductive.
- 4.3 The County Council seeks to maintain the crowdfunding model alongside a paper-based system, as the use of a crowdfunding approach brings, on average, 3.5 times leverage on grants. This provides the prospect of the County Council being able to facilitate an arrangement which will help a greater number of community groups to benefit to a greater extent than is currently achievable. This will assist all Members in contributing to the core ambitions of the Council's West Sussex Plan and the targets which the Council has approved for those ambitions.

5. Risk Assessment Implications and Mitigations

- 5.1 The County Council anticipated that the numbers of groups using the new platform would be lower in the first year of the change than expected for the previously established system. Efforts were made to promote and encourage awareness and take up and members will be invited to take part in such promotion.
- 5.2 The proposed change seeks to mitigate the lower level of applications submitted through the crowdfunding platform by allowing project manager seeking smaller funds a more streamlined application process.
- 5.3 The County Council will continue to deploy support for communities from front line Communities Directorate staff to help community groups to understand and engage with the model.
- 5.4 When the initial decision to utilise a crowdfunding model was taken, research from [West Sussex Life](#) suggested that 88% of adults have used the internet in the last 6 months.

6. Other Options Considered

- 6.1 To continue only using the crowdfunding model for all applications for CIF. This would not address the concerns expressed on behalf of community groups applying for low level funding.
- 6.2 Further amendments to processes could be made in an attempt to streamline approaches and minimise confusion and duplication. However, at a time of diminishing resources, this would not address the issues driving the proposals.
- 6.3 Grant funding could cease altogether, but this would diminish support to local groups at a time when the Council is committed to unlocking the power of communities.

7. Equality and Human Rights Assessment

- 7.1 Under the Equality Act, the Council has a 'public sector equality duty'. It must have and show how it has given due regard to the need to eliminate unlawful discrimination, advance equality of opportunity and foster good relations between people who share a protected characteristic and people who do not share it. The need for an Equality Impact Report has been assessed. Whilst CIF may be used to benefit people with protected characteristics, it is a universal grant that any group can apply for and is used to support a range of community-based projects and initiatives.
- 7.2 Allowing smaller groups with less capacity to apply using a paper-based application will help to be more inclusive of all community groups and project managers, particularly those who aren't as IT literate or have significant time restraints.
- 7.3 There are no known Human Rights implications associated with these recommendations

8. Social Value and Sustainability Assessment

- 8.1 Grant funding helps voluntary and community groups to contribute to the social, economic and environmental wellbeing of their communities.

9 Crime and Disorder Reduction Assessment

- 9.1 There are no Crime and Disorder Act implications associated with these recommendations although the Council's duties in relation to crime reduction and prevention and the community safety partnership work may well inform individual funding decisions and the principles members choose to adopt.

Contact Officers:

Director of Law and Assurance

Tony Kershaw, Tel: 0330 022 22662

Senior Adviser (Corporate Resources and Services)

Nick Burrell, Tel: 0330 022 23881

Appendices: None

Background Papers: [Decision made by the Cabinet Member for Stronger Safer Communities, Ref No: SSC01 19/20](#)

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Chanctonbury County Local Committee

Community Initiative Funding

3 July 2019

Report by Director of Law and Assurance

Ref: CBY01(19/20)
Key Decision: No
Part I
Electoral Divisions: All in Chanctonbury 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

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](#).

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

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

That the Committee considers the pitches to the Community Initiative Funding as set out in Appendix A.

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

For the 2019/20 financial year, Chanctonbury CLC has a total of **£8,000.00*** available for allocation. Details of awards made in the last year are included in Appendix B.

There are two Micro Fund applications for consideration by the Committee, with a total amount requested of £1,214.00.

These are outlined in Appendix A.

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

*** Following the Cabinet Member decision in January, the Community Initiative Fund has been reduced subject to the outcome of the governance CLC review reporting in late September 2019.**

Factors taken into account

4. Consultation

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.

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

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.

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

The pitching process asks for information about whether a project could proceed if the organisation only received 90 per cent of the funding applied for. The CLC is invited to take this into consideration in deciding the level of any award.

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 referral would allow the CLC to pitch at the following meeting.

7. Equality Duty

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.

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

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

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

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: Jenna Barnard – 033 022 24525

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

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Applications

The following applications have applied to the Micro Fund since the last meeting:

- **385/CBY – Thakeham Village Hall, Chairs with arms for our new Village Hall, *£771.00 (total project cost) – To purchase 20 new chairs with arms and a trolley for transportation.**
- **386/CBY – Storrington Community Partnership, Later life planning event, £464.00 – Towards publicity and marketing materials costs and event venue hire.**

Current pitches

There are currently no crowdfunding pitches in preparation or fundraising stage.

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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	Evaluation
227/CBY Cowfold Country Mice Nursery Technology	Towards purchasing an Early Years interactive learning resource	Lionel Barnard	£1,500.00	No feedback received
228/CBY Ashurst Village Hall Stage Extension	Towards purchasing a new portable stage pack	David Barling	£981.00	Feedback received
267/CBY Install a public toilet	Towards installing a unisex wheelchair-accessible toilet in the village centre	Paul Marshall	£2,500.00	No feedback received
319/CBY To upgrade and refurbish our net	Towards resurfacing and repairing the net	Pat Arculus	£1,000.00	Feedback received
320/CBY Sandgate Park bridge	Towards a new footbridge	Paul Marshall	£2,500.00	No feedback received
324/CBY Tables and benches for camping	Towards replacing outdated tables and benches	Lionel Barnard	£1,000.00	No feedback received
330/CBY Stunning Town Entrance	To purchase the main signpost, planters and installation costs for Steyning-in-Bloom project	David Barling	£2,500.00	No feedback received
239/CBY Raising £2,019 for 2019 – Part 1	Towards purchasing new mini-football goals and bench seating for parents	Pat Arculus	*Fundraising Stage (Deadline: 31/07/2019) *Awarded £500 pledge	N/A

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

Applicant	Summary	Member	Awarded	Evaluation
16/CBY Ashington Rangers	To set up and equip a village maintenance group with tools, uniforms, safety gear etc.	Previous Member	£737.00	
32/CBY Partridge Green Village Hall	Towards the creation of a secure area in the hall.	Lionel Barnard	£2,000.00	
36/CBY Age UK Horsham	Towards promotion, signage and catering for Full of Life Steyning.	CLC General	£500.00	Feedback received
38/CBY The Wiston Meeting Place	For signage, outdoor furniture and cutlery.	Paul Marshall	£635.68	Feedback received
47/CBY Ashington Festival,	Towards printing of the festival programme.	Paul Marshall	£579.62	
58/CBY Auntie Val's Kitchen	Funding towards a labelling machine	Paul Marshall	£1250.00	Feedback received
82/CBY St Mary's C of E Primary PTA	Towards the School Community Swimming Pool	Pat Arculus	£2500.00	
101/CBY West Chiltington and Thakeham Cricket Club	towards youth equipment	Pat Arculus	£1000.00	
108/CBY West Chiltington Croquet Lawns	Towards new equipment	Pat Arculus	£1000.00	
131/CBY Sussex Clubs for young People	Towards setting up the Duke of Cornwall award	CLC General	£619.05	
177/CBY Thakeham Parish Council	Towards playground refurbishment	Pat Arculus	£1000.00	
184/CBY Steyning Town Community FC	Towards refurbishment of the clubhouse	David Barling	£2000.00	
189/CBY Ashington Youth Club	Towards a youth shelter	Paul Marshall	£2000.00	
194/CBY Trinity Methodist Church	Upgrade the fire alarm	Paul Marshall	£1000.00	

Chanctonbury County Local Committee

3 July 2019

Nominations for Local Authority Governors to Maintained Schools and Academy Governing Bodies

Report by Director of Education & Skills

Ref: CBY01(19/20)
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

5.1 That the Committee makes the nomination of Governor as set out in the recommendation above and Appendix A.

6. Resources

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

Factors taken into account

7. Consultation

- 7.1 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

- 8.1 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

- 9.1 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.

10. Equality Duty.

- 10.1 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

- 11.1 None

12. Crime and Disorder Act Implications

- 12.1 None

13. Human Rights Implications

- 13.1 None

Paul Wagstaff Director of Education & Skills

Contact: Governor Services Administrator
03302228887

Appendix A: Local Authority Governors - Appointments, Reappointments or Nominations

Appendix B: Current Vacancy List

Background Papers: None.

Local Authority Governors - Nominations Under the 2012 Regulations

Maintained Schools

Nominations for Reappointment:

Nominations for Appointment:

Ms Claire Maye for a four-year term

Academies:

Nominations for Reappointment:

Nominations for Appointment:

Temporary Governing Bodies

Nominations for Reappointment:

Nominations for Appointment:

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Authority Governor Vacancies for Chanctonbury County Local Committee Area

School	Division	Division Member	Vacant From	Current Status	Chairman	Head
Ashurst C.E. Primary School	Bramber Castle	David Barling	Aug-18	Resigning at end of term	Alison Woods	Janet Williams
Amberley C.E. Primary School	Storrington	Paul Marshall	Sep-18	Resigning at end of term	Ray Jackson	John Gilbert
West Chiltington Community Primary School	Pulborough	Pat Arculus	Sep-18	Resigning at end of term	Julian Hoad/Julia Handley	Julian Rose

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