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9 March 2020

A meeting of the Joint Eastern Arun Area Committee will be held at 7.00 pm on Tuesday, 17 March 2020 at The White Swan, Chichester Road, Arundel, BN18 0AD

Tony Kershaw
Director of Law and Assurance

Your local Councillors

West Sussex County Councillors:



Deborah Urquhart
Angmering & Findon



Gary Markwell
Arundel & Courtwick



Roger Elkins
East Preston & Ferring



James Walsh
Littlehampton East



Ian Buckland
Littlehampton Town



Daniel Purchase
Rustington

Arun District Councillors:



Paul Bicknell

Angmering & Findon



Grant Roberts

Arundel & Walberton



Richard Bower

East Preston



Colin Oliver-Redgate

Ferring



Billy Blanchard-Cooper

Littlehampton



Jamie Bennett

Rustington

Town and Parish Councillors:

[Angmering](#)

[Arundel](#)

[Burpham](#)

[Clapham](#)

[East Preston](#)

[Ferring](#)

[Findon](#)

Houghton

[Kingston](#)

[Littlehampton](#)

[Lyminster & Crossbush](#)

[Patching](#)

Poling

[Rustington](#)

South Stoke

[Warningcamp](#)

Mr John Oldfield

Mr Mark Phillips

Mr Paul Challen

Mr Stuart Ray

Mr Steve Toney

Mrs Carol Robertson

Mr Robin Carr

Dr Charles Shaw

Mrs Geraldine Walker

Mrs Michelle Molloy

Ms Tracey Frampton

Mr Paul Isaacs

Mr Bryan Curtis

Mrs Alison Cooper

Mr Ryan Hayden

Mr Archie Naughton

Invite you to come along to the Joint Eastern Arun Area Committee

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

Agenda

7.00 pm 1. **Welcome**

7.02 pm 2. **Declarations of Interest**

Members and officers must declare any pecuniary or personal interest in any business on the agenda. They shall also make declarations at any stage should any such interest become 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:

- Dr Walsh is a Member of Arun District Council and Littlehampton Town Council.
- Mr Ian Buckland is a Member of Arun District Council and Littlehampton Town Council.
- Mr Daniel Purchase is a Member of Arun District Council
- Mr Roger Elkins is a Member of Arun District Council and Ferring Parish Council.

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

7.05 pm 3. **Minutes** (Pages 7 - 10)

To confirm the Minutes of the previous meeting held on 5 November 2019

7.10 pm 4. **Urgent Matters**

To consider any items not on the agenda, which the Chairman of the meeting is of the opinion should be considered as a matter of urgency by reason of special circumstances.

7.10 pm 5. **'Talk with us' - Public Questions**

To invite questions from members of the public present at the meeting.

The Committee would encourage members of the public to submit their questions at least 3 days in advance of the meeting to allow more substantive answers to be given.

Please contact Monique Smart on 0330 222 2540 or via email monique.smart@westsussex.gov.uk

- 7.25 pm 6. **Community Police Issues**
- A local Police representative will be in attendance to update Members on Community Policing issues and answer questions.
- Details of reported crimes can be found at <http://www.police.uk>
- 7.40 pm 7. **Highway and Transport Sub Group** (Pages 11 - 16)
- Notes from the last meeting of the JEAAC Highways & Transport Sub Group attached.
- 7.55 pm 8. **Community Highways Scheme** (Pages 17 - 22)
- Information Report attached that details the outcomes of the 2019 Community Highway Scheme applications and assessments.
- 8.00 pm 9. **Traffic Regulation Order - Angmering Way & The Leas Rustington (EA06(19/20))** (Pages 23 - 46)
- Report by the Director of Highways, Transport and Planning attached.
- The County Council Members of the Committee will be asked to consider the objections to the proposal and authorise the Director of Law & Assurance to make a revised version of the advertised Traffic Regulation Order and for the amended restrictions to be implemented.
- 8.15 pm 10. **Report of Urgent Action**
- The Committee is asked to note that the Director of Law and Assurance, in consultation with the Chairman of the Joint Eastern Arun Area Committee and the Chairman of the Performance and Finance Scrutiny Committee, has used his delegated powers under Standing Order 3.45 to approve the following Community Initiative Fund application:
- 435/JEAAC – Fare Divide Littlehampton Community Fridge van hire – an additional £500.00 towards the cost of hiring a refrigerated van to collect more excess food for redistribution.

Background Papers

[Decision Report and Letters from the Director of Law and Assurance to the Chairman of the Joint Eastern Arun Area Committee and the Chairman of the Performance and Finance Scrutiny Committee](#)

Contact Monique Smart, 033 022 22540

8.20 pm 11. **Community Initiative Fund (EA07(19/20))** (Pages 47 - 54)

Report by the Director of Law and Assurance.

The County Council Members of the Committee are invited to consider applications made to the Community Initiative Fund and pledge funding accordingly.

8.35 pm 12. **Partnership & Communities Update**

Peter Lawrence, Partnerships Area Manager, WSCC, will provide a verbal update on the work completed by the Communities Team since the last meeting of the JEAAC.

8.45 pm 13. **Items to be raised by Town and Parish Council representatives.**

To consider any items from Town or Parish Council representatives that have not been covered by the agenda and are thought to be in the interest of the whole Committee. Town and Parish Council representatives are reminded that any Highways and Transport items should be taken to the JEAAC Highways and Transport Sub Group in the first instance.

The Chairman would encourage members to submit their question at least 3 days in advance of the meeting to allow a more substantive answer to be given. Please contact Monique Smart on 0330 222 2540 or via email at monique.smart@westsussex.gov.uk

8.55 pm 14. **Items for consideration at future meetings**

9.00 pm 15. **Date of next meeting**

The next meeting of the Committee will be held on Monday 6 July 2020 at The Millennium Chamber, Littlehampton Town Council.

Members wishing to place an item on the agenda should notify Rachel Allan on 0330 222 8966 or via email at: rachel.allan@westsussex.gov.uk

Future meeting dates confirmed as: 6 July 2020, 18 November 2020 and 4 March 2021.

To: All members of the Joint Eastern Arun Area 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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Joint Eastern Arun Area Committee

5 November 2019 – At a meeting of the Committee at 7.00 pm held at New Millennium Chamber, Church Street, Littlehampton, BN17 5EW.

Present:

Mrs Urquhart (Chairman) (Angmering & Findon;), Mr Buckland (Littlehampton Town;), Mr Elkins (East Preston & Ferring;), Mr Purchase (Rustington;), Mr Bennett, Mr Bicknell, Mr Blanchard-Cooper, Mr Bower, Mr Oldfield, Mr Phillips, Mr Ray, Mrs Robertson, Dr Shaw, Mrs Walker, Mrs Molloy, Mrs Frampton, Mr Curtis, Mrs Cooper, Mr Hayden and Mr Naughton

17. Welcome

17.1 The Chairman welcomed members and officers to the meeting.

18. Declarations of Interest

18.1 There were none,

19. Minutes

19.1 RESOLVED that the minutes of the last meeting held on the 11 June 2019 be approved as a correct record and signed by the chairman.

20. Urgent Matter

20.1 Mrs Geraldine Walker was invited to update the Committee on the work of the Arun District Conservation advisory Committee. It was advised the committee had recently undertaken a review of their working practices and established it's purpose:

- Filter applications more carefully
- Develop a model to review conservation areas
- Undertake educational conservation walks
- Provide information leaflets
- Review the design awards.

21. 'Talk with us' - Public Questions

21.1 The Chairman invited members of the public to ask questions of the Committee relating to matters not already on the agenda.

21.2 One comment was made by a member of the public asking if the vehicles purchased/used by the County Council were low emissions. It was advised by the Cabinet Member for Environment and Cabinet Member for Highways that it was County Council Policy to purchase the most environmentally friendly, and economic vehicles that were available.

22. Highways and Transport Sub Group

22.1 The Committee received the notes from the Highways and Transport subgroup and considered any recommendations included.

22.2 The Area Highways Manager gave an update on works in the area locating to Traffic Regulation Orders that had been progressed from previous years.

23. **TRO Prioritisation (EA02(19/20))**

23.1 The Committee considered the written report by the Director of Highways and Transport and Head of Highways Operations and the recommendation from the Highways and Transport Sub-group.

23.2 The County Council Members of the Committee RESOLVED that the following Traffic Regulation Order be progressed as a priority:

1. M3000469 – Lashmar Road – Request to install Double Yellow Line junction protection at Orchard Road.

The Call in deadline for this decision is 13 November 2019.

24. **Community Police Issues**

24.1 The Chairman welcomed Police representatives to address the committee on crime statistics within the area.

24.2 Police representatives gave an overview of trends within the Eastern Arun Area and work that was being done to combat any rises in crime. It was advised that where there were any rises in crime this may not have a direct cause and could be a social phenomenon, however police would always investigate any matters brought to their attention. Members of the public could report crime through a number of ways, including by calling 101 or via the internet.

25. **Community Initiative Fund (EA03(19/20))**

25.1 Committee considered the written report from the Director of Law and Assurance. The County Council Members of the Committee RESOLVED that the following pledges be made via spacehive:

- a. 360/JEAAC – Arundel and Down land Community leisure Trust, 'Arundel Lido; Change for the Community!' **up to £1,000** toward providing new and improved accessible changing facilities and storage for pool equipment.

and

- a. 435/JEAAC – Fare Divide, 'Littlehampton Community fridge van hire' **up to £1,500** towards the cost of hiring a refrigerated van and an additional refrigerator/freezer to store food offsite.

25.2 It was also RESOLVED that the following Micro-fund grant applications be made:

- c. 405/JEAAC – Littlehampton Wave Life Saving Club, 'Establishment of life saving club at Littlehampton Wave', **£750.00** – towards purchasing start-up equipment including a resuscitation manikin and Royal Life Saving Society registration fee.
- d. 433/JEAAC – Arundel Cricket Club, 'Pitch improvements and additional outdoor seating', **£723.98** – towards purchasing a spiking roller and provision of added spectator seating for the second pitch.
- e. 434/JEAAC – Rustington Cricket Club, 'Colts cricket equipment', **£593.55** – towards purchasing a range of protective kit for u-18 junior members enabling entry to a competitive league.

The call in deadline for this decision is 13 November 2019.

26. **Nominations to School and Academy Governing Bodies (EA04(19/20))**

26.1 The Committee considered the written report from the Director of Education and Skills.

26.2 The County Council Members of the Committee RESOLVED that the following nomination to a School Governing Body be approved:

- a. Sheila Kennedy to Clapham and Patching C.E. Primary School for a four year term.

The call in deadline for this decision is the 13 November 2019.

27. **Items to be raised by Town and Parish Council representatives.**

27.1 There were none.

28. **Items for consideration at future meetings**

28.1 Members of the Committee were reminded to forward any items of business for future discussions should be sent to Democratic Services ahead of the meeting so they can be included on the agenda.

29. **Date of next meeting**

29. It was confirmed that the next meeting of the Joint Area Committee would take place at 7pm on 17 March 2020 at a venue to be confirmed.

Chairman

The meeting closed at 8.54 pm

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**Joint Eastern Arun Area Committee
Highways and Transport Sub-Committee**

**Minutes of the Meeting held at the New Millennium Chamber, Manor House,
Littlehampton, Thursday 6th February 2020**

Present:

County Councillors: Dr James Walsh (Chairman, also ADC), Deborah Urquhart (Angmering & Findon & WSCC)

District Councillors: Grant Roberts (ADC)

Parish Councillors: Alison Cooper (Rustington), Geraldine Walker (Kingston), Elizabeth Linton (East Preston), John Oldfield (Angmering), Carol Hatton (Lyminster & Crossbush)

Officers: Juliet Harris (LTC), Emily Jordan (LTC), Caroline Gosford (ADC) David Lambert (WSCC), Mark Martin (WSCC) and Ben Whiffin (WSCC)

1. Welcome and Apologies

The Chairman welcomed all Members of the Sub-Committee to the Meeting.

Apologies were received from Cllr Roger Elkins (East Preston, Ferring & Kingston, also ADC), Chris Blanchard-Cooper (Littlehampton), Dan Montagnani (Lyminster & Crossbush) & Dan Purchase (WSCC)

2. Minutes of Meeting held on 24th October 2019

The Sub-Committee **AGREED** the Minutes of the Meeting held on 24th October 2019 and signed by the Chairman presiding as a correct record.

3. Littlehampton Town Centre Public Realm Improvements

Ms Gosford presented details of proposed improvements to the Public Realm in Littlehampton Town Centre. She explained that the current Scheme was part of a phased approach to delivering improvements in the Town Centre area leading from the railway station through the High Street and Beach Road. If future funding bids were successful, later phases could see improvements delivered along Surrey Street and at the War Memorial roundabout. The Scheme aimed to support tourism and economic growth and is funded to a value close to £3.5m through a Coastal Communities Fund grant, a Local Growth Fund grant from Coast to Capital, the Local Economic Partnership, Arun District Council and Littlehampton Town Council.

It was noted that the Scheme included improvements to Clifton Road and East Street but not the Arcade as there were complexities around ownership. The Scheme had been designed based to intuitively link footfall through the town and towards the riverside and seafront.

All minutes are draft and subject to approval at the next meeting

There will be new paving, lighting, street furniture and planting with the focus on creating pedestrian priority. Roads will become narrower and traffic slower with changes to the colour and height of road surfaces, making junctions easier to cross for pedestrians. The highways design changes are subject to Road Safety Audits to ensure that it is safe and accessible for everyone, and the design has passed the Stage 1 Audit.

The Scheme would require changes to the existing Traffic Regulation Orders (TRO), and the District Council and its consultants would be working with WSCC to develop a new regime for approval. Changes to the TROs would be brought back to the Sub-Committee for consideration in due course. It was noted that the cost of the Scheme would be closely monitored with the design being reviewed against costs regularly, and “value engineering” undertaken as required to fit the budget.

The Scheme was broadly supported by Traders, and Officers would be working closely with them to manage disruption once the works were underway. Acknowledging the issues surrounding the new surfaces in Bognor Regis, Ms Gosford explained that the surface treatment proposed for Littlehampton Town Centre was not as light and features a variety of colours rather than a single colour. Materials used subtly reflect a maritime theme. She hoped to have samples of the proposed surface available for Members to view at the next meeting.

The timetable for the works had yet to be confirmed but it was envisaged that work would start in Summer 2020 and continue into 2021. In view of the importance of the project, the Sub-Committee agreed that this should be a standing item on the Agenda.

4. North Littlehampton Infrastructure Schemes Update

(a) Lyminster Bypass

The Chairman welcomed Mr Martin who had taken over from Sara McKnight as the WSCC Project Manager for the Northern Section of the Lyminster Bypass. Mr Martin proceeded to update Members on the progress with the various sections of the Bypass. It was noted that work on the Fitzalan Link Road and the Southern section of the Lyminster Bypass had commenced in the first week of January. Compulsory Purchase Orders (CPO) relating to land acquisition on the Northern section of the Bypass were expected to be issued in the next few weeks. In order to allow the CPO process to take its course, the anticipated start date would be March 2021. It was envisaged that construction would start in Spring 2021, but this had yet to be confirmed.

Councillor Hatton reported ongoing concerns that the A284 would still be used as a rat run after the Bypass was complete. It was noted that the current highways modelling indicated that the Bypass would deliver relief in terms of the volume of traffic currently using the A284 by providing a more attractive route for traffic. However, an assessment of the need for traffic calming on the A284 could be considered as a future Community Highways Scheme.

(b) Fitzalan Corridor Landscaping and Planting

LTC sought the support of the Sub-Committee for proposals to develop a landscape and tree planting Scheme at the Southern end of the Fitzalan Link Road. It had been hoped that the developers would work with LTC to take this forward. However, with construction now well underway, LTC was looking to work with WSCC Highways to develop an improved Landscaping Scheme and had set aside funding to support this aspiration.

This initiative was supported and was viewed as both good for the environment and also as creating an attractive gateway to the Town. It was agreed that the Landscape Officer working on the Fitzalan Corridor be invited to attend the next meeting to explore this further.

5. Improvement Schemes Updates- A259 Improvements

Mr Lambert reported that the Public Enquiry process was complete, and a decision on the CPO was expected in April 2020. The timetable for the planned works would need to be reviewed in the context of the outcome of the CPO process and the construction of the new access arrangements planned for the new Windroos development.

Councillor Urquhart reported ongoing concerns regarding the condition of the stretch of the A259 from the Roundstone Roundabout. It was noted that WSCC Highways were carrying out ongoing repairs of the potholes on this stretch of road and continued to monitor the condition of the surface.

The Chairman thanked Mr Lambert and Mr Martin for their reports.

They left the meeting.

6. Littlehampton, Pier Road- Temporary Seasonal Closures/ Pedestrianisation

LTC were keen to re-examine the options to maximise the benefits of the East Bank works, in particular, the potential to pedestrianize the upper section of Pier Road. The support of the Sub-Committee was therefore sought to take this forward. Mr Whiffin explained that changes to the TRO in this area were more likely to succeed if they were part of a larger Scheme. In this respect, a good first step would be to undertake a survey of local views in the area. The Chairman stated that LTC would look to conduct a survey of residents and businesses in the area with a view to establishing the level of support for such a Scheme.

7. Angmering

(a) Manor Retail Park Provision of Bus Service

Councillor Cooper reported that the Arun Eastern Parishes were exploring the potential for extending the route of the number 12 bus service. Initial discussions between Angmering and East Preston Parish Councils indicated that this could be viable, and it was noted that the Sub-Committee would be kept informed of progress.

(b) Windmill Bridge Roundabout and Road Markings

Mr Whiffin advised that a job had been programmed for white lining and that he had a meeting later that day that would confirm timescales. Since completed, congestion and traffic behaviour in the vicinity also indicated the Highways that signage required refurbishment, and this was noted.

(c) Traffic Calming and Heavy Goods Vehicles

Referring to a discussion at the last meeting on this subject, Councillor Oldfield reported that he had spoken to a consultant about a potential traffic calming Scheme through Angmering

All minutes are draft and subject to approval at the next meeting

to control the movement of HGV traffic. The next step was to complete a survey of HGV's in the vicinity. It was noted that any Scheme would require Highways England approval. The Sub-Committee would be kept informed of progress with this work.

8. Town /Parish Council Issues – Progress Reports from WSCC Highways

(a) Resurfacing Works

Mr Whiffin reported that WSCC were currently compiling a list of priorities and the outcome of a BID to government for additional funding was awaited.

(b) Replacement Road Markings

It was reported that WSCC were planning to undertake an inspection which would establish the need for work to replace road markings. It was noted that ADC had provided support for work to replace yellow lines in the District.

(c) TRO Requests/progress

Angmering Way proposal- a number of objections had been registered and it was expected that the Scheme would be revisited. This would delay delivery of a Scheme and an update would be reported to the JEACC Main Committee in March 2020.

Manor Road proposal- It was reported that the Scheme had progressed to the design stage and delivery was scheduled for the next financial year.

It was agreed that a list of the TRO's covering the JEACC area would be circulated to the Sub-Committee, together with details of the scoring regime.

(d) Referral from JEACC

The Sub-Committee had before it details of a written question that had been referred from the Main Committee meeting held on 5th November 2019. This related to the veracity of the 2016 Transport Study which had been produced in support of the Arun Local Plan. It was noted that ADC had provided a response which would be reported to the Main Committee in March 2020.

The Chairman also reported having attended a workshop on initial proposals to improve the A259 on the section between Littlehampton and Bognor Regis. A key point of discussion had been the need to consider the impact of agreed and proposed future development on traffic in any future design proposals.

9. On Street Parking Issues

The Sub-Committee had before it a referral from the main Committee regarding issues surrounding on-street parking, particularly in respect of commercial vehicles and camper vans. Members were asked to consider what might be done to control this activity and improve the position for residents experiencing these difficulties. Members were sympathetic to this request and acknowledged that there was legislation in place to control this activity. It was however observed that these were complex and often resulted in the

displacement of vehicles to other areas. Acknowledging the impact of this activity on residents, the Sub-Committee agreed to keep the matter under review.

10. Any Other Urgent Business

(a) A284 Lyminster Road (Lyminster and Crossbush Parish Council)

Referring to the request by Lyminster Parish Council for additional traffic controls on the A284 Lyminster Road, Councillor Hatton stated that the Parish Council had been advised that the Scheme did not qualify for support at present. She therefore asked that the methodology for scoring highways schemes be circulated. It was also reported that there were issues with vegetation overgrowing pathways on the pavements on the A284. It was agreed that the methodology be circulated and an inspection of the pavements on the A284 would be undertaken.

(b) Update on the A27 Arundel Bypass Consultation

It was noted that Highways England had briefly reopened the consultation process because of updates to some of the data. It was noted that there were no changes to the design of the proposed options. A decision on the preferred option would follow.

(c) Devolved Powers to Remove Abandoned Beggars Debris (Rustington Parish Council)

It was noted that WSCC was working with Arun District Council on preparing a draft agreement.

11. Dates of Next Meetings- Confirmed

Thursday 7th May 2020, 10.00am at the Fleming Room, Manor House, Littlehampton.

Thursday 8th October 2020, 10.00am at the New Millennium Chamber, Manor House, Littlehampton.

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Community Highway Schemes – Update November 2019

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 from Highways Operations (Area Teams), Highways Improvements and an Independent officer met in September and November 2019 to consider all applications for improvements schemes received by 31 July 2019. Over 36 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 14 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 shown in Appendix B.

Schemes in Appendix A will form the proposed community schemes programme which will be included on the WSCC Annual Delivery Programme for design in 2020/21. 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 21/22 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.

Schemes in Appendix B 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.

Future Applications

We would like to encourage online applications for new Community Highway Schemes to be considered for possible inclusion in the 2021/22 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 2020.

<https://www.westsussex.gov.uk/leisure-recreation-and-community/supporting-local-communities/apply-for-a-community-highways-scheme>

Appendices

Appendix A – Community Highway Schemes Approved - November 2019

Appendix B – Community Highway Schemes Rejected - November 2019

Appendix A - Community Highway Schemes Approved for Progression - November 2019

Division	Parish	Local Member	Scheme Name	Description	Approx Cost	CLC	Moderation Panel Comments
* Chichester North	Chichester City	Jeremy Hunt	Winterbourne Road Shared Cycleway Facility	To provide a shared use facility	£30,000	South Chichester	Community scheme has been reviewed and accepted as meeting the criteria for progression. Subject to approval of budget and Annual Delivery Programme, this will be designed in 20/21 with delivery 21/22 onwards. Delivery date will be subject to the complexity of the scheme, consultaion etc.
Lancing		Ann Bridges	Lancing Business Park - TRO	TRO- Parking	£6,000	Adur	Community scheme has been reviewed and accepted as meeting the criteria for progression. Subject to approval of budget and Annual Delivery Programme, this will be designed in 20/21 with delivery 21/22 onwards. Delivery date will be subject to the complexity of the scheme, consultaion etc.
Chichester North	Boxgrove	Jeremy Hunt	A285 Halnaker Improvements	Various improvements to the A285 through the village.	£50,000	South Chichester	A Reduced scheme based on village gateways , dropped crossings & parking area improvement has been reviewed and accepted as meeting the criteria for progression. Subject to approval of budget and Annual Delivery Programme, this will be designed in 20/21 with delivery 21/22 onwards. Delivery date will be subject to the complexity of the scheme, consultaion etc .
Langley Green & Ifield East	Crawley	Brenda Smith	Southwater Close Footway	Approx 15m of missing footway to connect housing estate to the network	£20,000	Crawley	Community scheme has been reviewed and accepted as meeting the criteria for progression. Subject to approval of budget and Annual Delivery Programme, this will be designed in 20/21 with delivery 21/22 onwards. Delivery date will be subject to the complexity of the scheme, consultaion etc.
Chichester West	Fishbourne	Louise Goldsmith	Blackboy Lane footway proposals	provide new footway along western verge to join community centre with the A259 and link up with new footpath PC are providing within their own land.	£120,000	South Chichester	Community scheme has been reviewed and accepted as meeting the criteria for progression. Subject to approval of budget and Annual Delivery Programme, this will be designed in 20/21 with delivery 21/22 onwards. Delivery date will be subject to the complexity of the scheme, consultaion etc.
Midhurst	Rogate (Rake and Hill Brow)	Kate O'Kelly	B2070 Improvements / traffic calming	A range of proposals which include improve pedestrian and cycle facilities, change in speed limit and other community funded proposals	£175,000	North Chichester	A reduced scheme based around Bull Hill junction improvements, speed limit, dropped kerbs and footway improvements near the pub has been reviewed and accepted as meeting the criteria for progression. Subject to approval of budgets and Annual Delivery Programme these will be designed in 20/21 with delivery 21/22 onwards. Delivery date will be subject to the complexity of the scheme
Bramber	Woodmanco te	David Barling	Brighton Road, Woodmancote - new footway	Request for footway "missing link".	£50,000	Chanctonbury	Community scheme has been reviewed and accepted as meeting the criteria for progression. Subject to approval of budget and Annual Delivery Programme, this will be designed in 20/21 with delivery 21/22 onwards. Delivery date will be subject to the complexity of the scheme, consultaion etc.
Holbrook	Horsham	Peter Catchpole	Warnham Road, Horsham - pedestrian crossing facility	Request for a pedestrian crossing facility near the Riverside Walk and Warnham Nautre Reserve	£30,000	North Horsham	Community scheme has been reviewed and accepted as meeting the criteria for progression. Subject to approval of budget and Annual Delivery Programme, this will be designed in 20/21 with delivery 21/22 onwards. Delivery date will be subject to the complexity of the scheme, consultaion etc.

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Division	Parish	Local Member	Scheme Name	Description	Approx Cost	CLC	Moderation Panel Comments
Horsham Riverside	Horsham	Morwen Millson	Blackbridge Lane - Provision of pedestrian crossing facility	Either a pedestrian refuge or controlled crossing	£55,000	North Horsham	Community scheme has been reviewed and accepted as meeting the criteria for progression. Subject to approval of budget and Annual Delivery Programme, this will be designed in 20/21 with delivery 21/22 onwards. Delivery date will be subject to the complexity of the scheme, consultaion etc.
Tarring	N/A	Bob Smytherman	Tarring Area Traffic Calming	Tarring Area Traffic Calming	£70,000	Worthing	Community scheme has been reviewed and accepted as meeting the criteria for progression. Subject to approval of budget and Annual Delivery Programme, this will be designed in 20/21 with delivery 21/22 onwards. Delivery date will be subject to the complexity of the scheme, consultaion etc.
Bramber	Bramber	David Barling	Clays Hill Steyning - footway improvement	Regrade footway to provide better accessibility	£25,000	Chanctonbury	Community scheme has been reviewed and accepted as meeting the criteria for progression. Subject to approval of budget and Annual Delivery Programme, this will be designed in 20/21 with delivery 21/22 onwards. Delivery date will be subject to the complexity of the scheme, consultaion etc.
* Arun East	Findon	Deborah Urqhart	Speed reduction 50 to 40mph	Reduction of speed limit from 50 to 40, including VAS replacement	£20,000	Joint Eastern Arun	Community scheme has been reviewed and accepted as meeting the criteria for progression. Subject to approval of budget and Annual Delivery Programme, this will be designed in 20/21 with delivery 21/22 onwards. Delivery date will be subject to the complexity of the scheme, consultaion etc.
East Grinstead	East Grinstead	Liz Bennett	A264 Holtye Road , footway near hospital	Construct missing section of path	£5,000	North Mid Sussex	Community scheme has been reviewed and accepted as meeting the criteria for progression. Subject to approval of budget and Annual Delivery Programme, this will be designed in 20/21 with delivery 21/22 onwards. Delivery date will be subject to the complexity of the scheme, consultaion etc.

Appendix B - Community Highway Schemes 2019 - Rejected Schemes

Division	Parish	Local Member	Scheme Name	Description	CLC	Moderation Panel Comments
Tilgate & Furnace Green	Crawley	Duncan Crow	Hawth Avenue Ped Crossing	Ped Crossing	Crawley	More evidence required, we will undertake further survey to establish demand and will be reconsidered next year. Estimated cost £150000
Horsham Hurst	Horsham	Nigel Dennis	New Street Horsham	20 mph zone	North Horsham	Community Scheme has been reviewed and it did not meet criteria threshold for progression under this process. limited benefit due to average speeds
East Worthing	N/A	Roger Oakley	Ham Road One way plug	Ham Road One way plug	Worthing	Community Scheme has been reviewed and it did not meet criteria threshold for progression under this process. Concerns about increase in journey time and effect on local residents, suggest investigate HGV ban .
Holbrook	North Horsham	Peter Catchpole	North Heath Lane, North Horsham	Request for a pedestrian crossing facility to aid crossing busy road. Adjacent to Riverside Walk, parish church and pub nearby.	North Horsham	Community Scheme has been reviewed and it did not meet criteria threshold for progression under this process. Check with signals team if feasible
Haywards Heath	Haywards Heath	Sujan Wickremaratchi	Harland School	coloured crossing	Central & South Mid Sussex	No practical scheme identified.
Bramber	Ashurst	David Barling	Horsham Road, Ashurst	Request for VAS to control speeding	Chanctonbury	Community Scheme has been reviewed and it did not meet criteria threshold for progression under this process.
Henfield	Shermanbury	Lionel Barnard	A281 Brighton Road footway provision	Provide a footway linking new development to existing infrastructure	Chanctonbury	Community Scheme has been reviewed and it did not meet criteria threshold for progression under this process.
Bramber	Steyning	David Barling	High Street Steyning - Planters	Provide and install planters to improve street scene	Chanctonbury	Community Scheme has been reviewed and it did not meet criteria threshold for progression under this process.
Storrington	Storrington	Paul Marshall	Manleys Hill, Storrington	Request to signalise and provide ped crossing facility junction Manleys Hill with School Hill and High Street.	Chanctonbury	Community Scheme has been reviewed and it did not meet criteria threshold for progression under this process.
Northgate West Green	Crawley	Karen Sudan	London Road Ped Crossing	Controlled crossing outside leisure park	Crawley	Community Scheme has been reviewed and it did not meet criteria threshold for progression under this process.
Pound Hill	Crawley	Richard Burrett	The Ridings - Crossing	Controlled Crossing	Crawley	Community Scheme has been reviewed and it did not meet criteria threshold for progression under this process.
Three Bridges	Crawley	Brenda Burgess	Stephenson Way Traffic Calming	Traffic Calming	Crawley	Community Scheme has been reviewed and it did not meet criteria threshold for progression under this process.
Arun West	Yapton	Jacky Pendleton	New Cycling facilities to existing carriageway	Upgrade existing, no through route section of carriageway to include cycling facilities	Joint West Arun	Awaiting planning application , check with Cycle Team if this is on the cycle network prog
Billingshurst	Billingshurst	Amanda Jupp	Adversane Crossroads	Village speed limit reduction to 30mph with Gateway or other engineering features.	North Horsham	Community Scheme has been reviewed and it did not meet criteria threshold for progression under this process.
Tarring	N/A	Bob Smytherman	Wiston Ave & St Lawrence Road School Wig Wags	Wiston Ave & St Lawrence Road School Wig Wags	Worthing	Community Scheme has been reviewed and it did not meet criteria threshold for progression under this process.
Broadwater	N/A	Bryan Turner	Congreve Road Traffic Calming	Congreve Road Traffic Calming	Worthing	Community Scheme has been reviewed and it did not meet criteria threshold for progression under this process.
Northbrook	N/A	Sean McDonald	Fulbeck Avenue Traffic Calming	Fulbeck Avenue Traffic Calming	Worthing	Community Scheme has been reviewed and it did not meet criteria threshold for progression under this process.
Worth Forest	Balcombe	Bill Acraman	Balcombe Village enhancements	Village Enhancements	North Mid Sussex	Community Scheme has been reviewed and it did not meet criteria threshold for progression under this process.
Hurstpierpoint & Bolney	Hurstpierpoint	Joy Dennis	High street Complex TRO	High street Complex TRO	Central & South Mid Sussex	Community Scheme has been reviewed and it did not meet criteria threshold for progression under this process.
Hurstpierpoint & Bolney	Albourne	Joy Dennis	B2116 complex TRO	Tro Speeding/ HGVs	Central & South Mid Sussex	Community Scheme has been reviewed and it did not meet criteria threshold for progression under this process.
Hassocks & Burgess Hill South	Hassocks	Kirsty Lord	Keymer Road Ped Crossing	Ped Crossing	Central & South Mid Sussex	Community Scheme has been reviewed and it did not meet criteria threshold for progression under this process.
Hassocks & Burgess Hill South	Hassocks	Kirsty Lord	Lodge Lane Cycleway	Provision of cycleway	Central & South Mid Sussex	Community Scheme has been reviewed and it did not meet criteria threshold for progression under this process.

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Joint Eastern Arun Area Committee	Ref EA06(19/20	No:
17 March 2020	Key Decision: No	
Rustington: Angmering Way and The Leas - Proposed Parking Restrictions	Part I	
Report by Director of Highways, Transport & Planning	Electoral Division: Rustington	

Summary

Public consultation has taken place on a proposed Traffic Regulation Order to introduce waiting restrictions throughout Angmering Way and to introduce a short length of double yellow line on each side of The Leas to protect its junction with Station Road. A total of 16 objections to the Angmering Way proposals were received and 47 messages of support, including 27 from residents of Angmering Way. To address the concerns raised by all of the objectors, that the scheme was unfair to those residents who have little or no off-street parking facilities, it is now proposed to only implement the scheme in part, thereby retaining some unrestricted on-street parking spaces.

Recommendation

That the County Council Members of the Joint Eastern Arun Area Committee, having considered the objections to the proposal, authorises the Director of Law & Assurance to make a revised version of the advertised Traffic Regulation Order and for the amended restrictions to be implemented.

Proposal

1. Background and Context

- 1.1 Concerns have been raised by residents of Angmering Way that, as the carriageway is narrow, parked vehicles opposite driveways make it difficult for some residents to get in and out. Commuters regularly park in this road as it is close to Angmering railway station, adding to the volume of parked vehicles. There is evidence that demonstrates that the relatively high demand for parking, combined with the narrow carriageway width, leads to drivers regularly parking with two wheels on the footway, thereby obstructing pedestrians. It has also been reported that large vehicles, such as dustcarts have had difficulty manoeuvring past the parked cars.
- 1.2 At its meeting on 6 November 2018, the County Council Members of the Joint Eastern Arun Area Committee considered a written report by the Director of Highways and Transport & Head of Highways Operations and the recommendation from the Highways and Transport Sub-group concerning the prioritisation of traffic regulation orders requested by the local community.

The County Council members of the committee resolved that the two highest scoring traffic regulation orders (TROs) be progressed as a priority, one of these being a scheme to introduce a waiting prohibition to prevent obstructive parking in Angmering Way, Rustington.

- 1.3 Subsequently, residents of The Leas and The Darlingsons explained their concerns about the parking that takes place in these roads, also close to Angmering railway station. It was suggested that the investigation for this TRO scheme should consider these roads too – and Station Road - to avoid simply displacing parking from Angmering Way into other nearby roads. This approach was supported by the local member.

2. Proposal

- 2.1 The effect of the advertised proposals for Angmering Way was to introduce additional lengths of waiting prohibition so as to confine parking to a single side throughout its length, whilst keeping the turning areas completely clear. There would thus be no justification for anyone to park on the footway, as there would always be room to pass a vehicle parked legally on the carriageway, even in this relatively narrow road. As there is a demand for on-street parking from some of the residents, the additional double yellow lines are on the opposite side of the road from the locations where parking predominantly occurs at present, thereby maximising the available capacity.
- 2.2 To address the residents' concerns about the volume of commuter parking, wherever the proposed double yellow line would not apply it was proposed to introduce a single yellow line restriction that prohibited parking between 10am and 11am and between 2pm and 3pm, Monday to Saturday. This restriction was introduced in nearby Worthing Road just over three years ago, to address similar concerns.
- 2.3 The advertised proposals also included the introduction of a short length of double yellow line on each side of The Leas to prevent parking at its junction with Station Road.
- 2.4 The existing restrictions and the layout of these original proposals are shown on the drawing attached as Appendix A.
- 2.5 During the consultation for the scheme sixteen objections were received to the proposals for Angmering Way, all from residents of this road. All of the objectors raised the concern that there were properties in Angmering Way that have very limited or no off-street parking facility and that their residents therefore relied on the existence of unrestricted on-street parking spaces.
- 2.6 On review it was considered that these concerns could be mitigated by reducing the scale of the scheme, so that some lengths of unrestricted on-street parking would be retained in the vicinity of the properties with the least available off-street parking. A revised proposal was therefore designed, omitting some of the originally proposed single and double yellow lines at these locations.
- 2.7 No objections were received to the advertised restrictions in The Leas, so the amended scheme includes the original proposals for that road.

- 2.8 This revised scheme has been approved by the Local Member and is shown on the drawings attached as Appendix B.

3. Resources

- 3.1 The estimated cost for the works required for the amended scheme is £1100, to be met from the Community Led TRO Budget which is part of the Integrated Forward Works and Annual Delivery Programme budget approved in April 2019 decision ref HI03 (19/20). Administrative work associated with the TRO will be carried out internally by the TRO Team. Future maintenance of the lines will be met from the highway maintenance budget.

Factors taken into account

4. Consultation

- 4.1 The statutory TRO consultation opened on 23 January 2020 and ran until 13 February 2020. Notices were published in the local newspaper and notices of the proposals were put up on site. Documents showing the proposed restrictions were available in Angmering Library and on the TRO Team webpage during the consultation period.
- 4.2 Consultation documents were sent to Rustington Parish Council, Arun District Council, the emergency services and all local bus companies. No objections were received from these statutory consultees.
- 4.3 The Local Member, Mr Purchase, supported the scheme and Sussex Police responded to confirm they had no objection.
- 4.4 During the public consultation 16 messages of objection were received, from residents of properties in Angmering Way. No objections were received to the proposed restrictions in The Leas. A total of 47 messages in support of the advertised scheme were received, comprising 27 from residents of Angmering Way, 8 from residents of nearby roads and 12 from visitors to residents of Angmering Way.
- 4.5 A summary of the objections and messages of support is included in Appendix C, which also includes an officer response to the points made.

5. Risk Management Implications

- 5.1 If the revised TRO is introduced there is a risk that the restrictions may lead to displaced parking causing issues at new locations in nearby roads, requiring management with further measures in the future. However, it is anticipated that the majority of these vehicles belong to train commuters and it has been observed that there is plenty of spare capacity in the station car park that would easily accommodate these.
- 5.2 If the TRO is not made there is a risk that parking in Angmering Way will gradually increase, leading to large vehicles continuing to be obstructed and being unable to access to the full length of the cul-de-sac for refuse

collections or deliveries. In the worst-case scenario this issue could delay or prevent an ambulance or fire appliance reaching the scene of an emergency.

6. Other Options Considered

- 6.1 At the design stage, consideration was given to the introduction of only the additional lengths of double yellow line waiting prohibition to confine parking to a single side throughout the length of Angmering Way. However, whilst this would have resolved the residents' concerns about obstructive parking, it was considered that this would have encouraged long-term parking by commuters and other railway users, leaving very little on-street parking availability for residents, which was already of concern to many of them.

7. Equality Duty

- 7.1 One response to the consultation raised concerns that restrictions in Angmering Way would affect the ability of care workers and other visitors to access the respondent's property and those of other elderly residents. However, the revised scheme retains unrestricted parking that could be used by care workers and other visitors. Any of these who hold a Disabled persons' Blue Badge would also be able to park on the proposed yellow lines for up to three hours, as long as they do not cause an obstruction.
- 7.2 It is considered that any remaining effect of this proposal on those with protected characteristics under the Equality Act is minor in nature and is justified by the need to preserve safety and access in the area through which the affected roads run, particularly in the event of an emergency.

8. Social Value

- 8.1 The proposal complies with the Council's policy of providing a Strong, Safe and Sustainable Place, as it seeks to address an issue that has safety implications for all residents of the affected roads.

9. Crime and Disorder Act Implications

- 9.1 It is considered that the proposal does not raise issues under the Crime and Disorder Act. Sussex Police agrees with this view.

10. Human Rights Implications

- 10.1 There are no Human Rights implications associated with this proposal.

Matt Davy

Director Highways, Transport & Planning

Contact:

Rob Torrance, ext 26360

Appendices:

Appendix A – Plan showing the existing and proposed restrictions

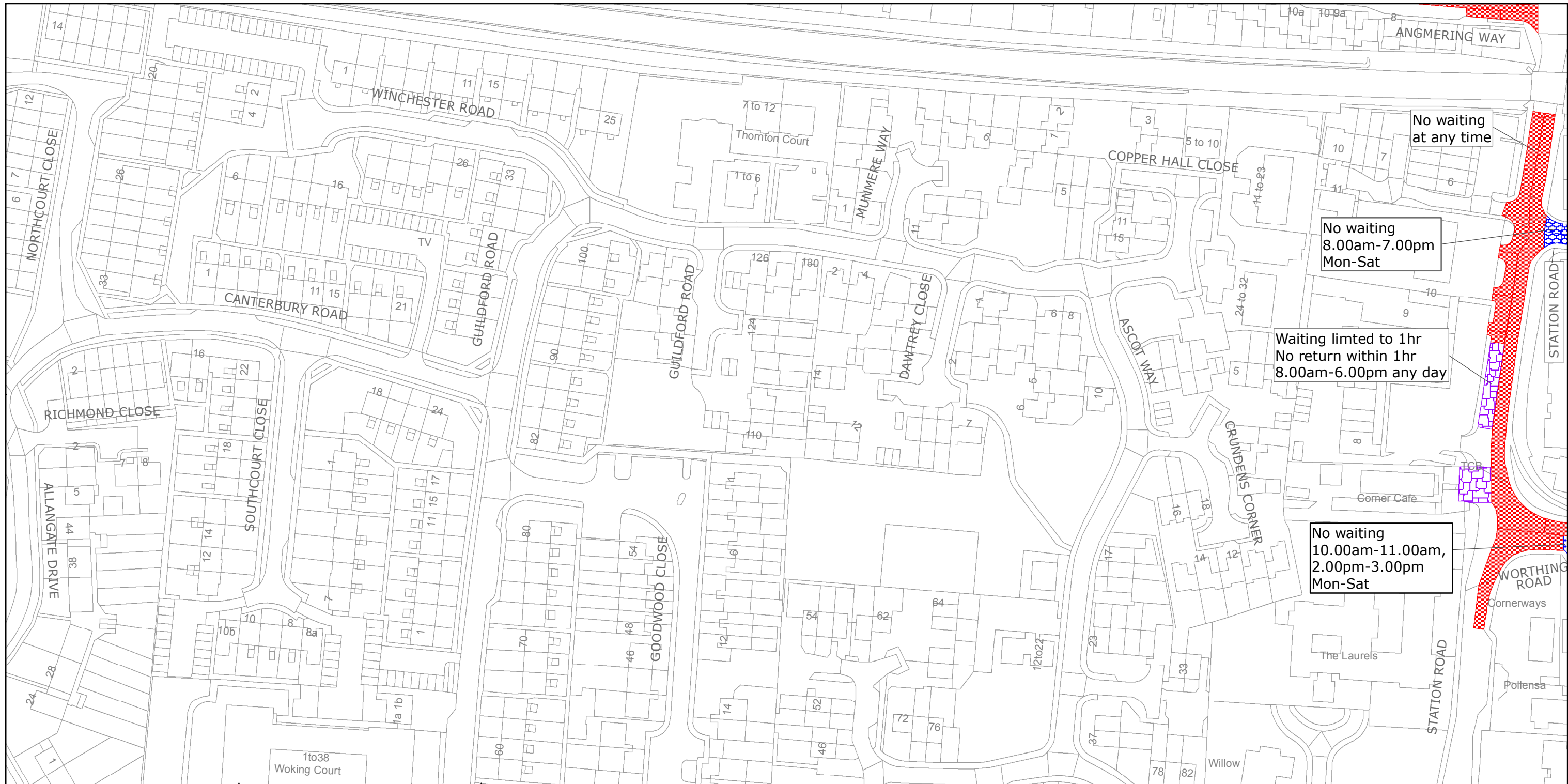
Appendix B – Plans showing the amended proposals

Appendix C – Summary of comments and objections

Background Papers

None

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ARUN DISTRICT: EAST PRESTON AND RUSTINGTON

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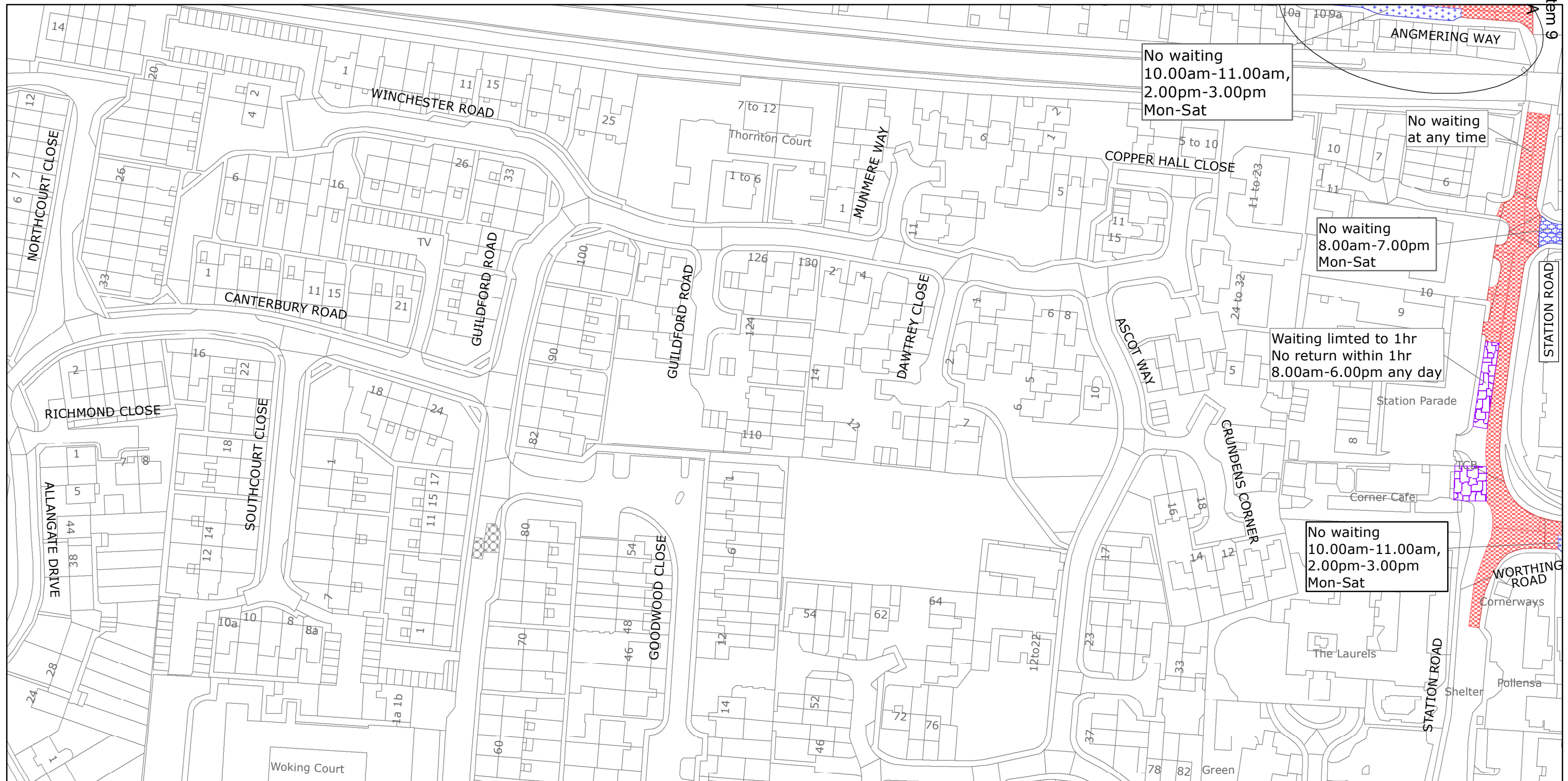
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PROPOSED WAITING RESTRICTIONS- 30/10/2019

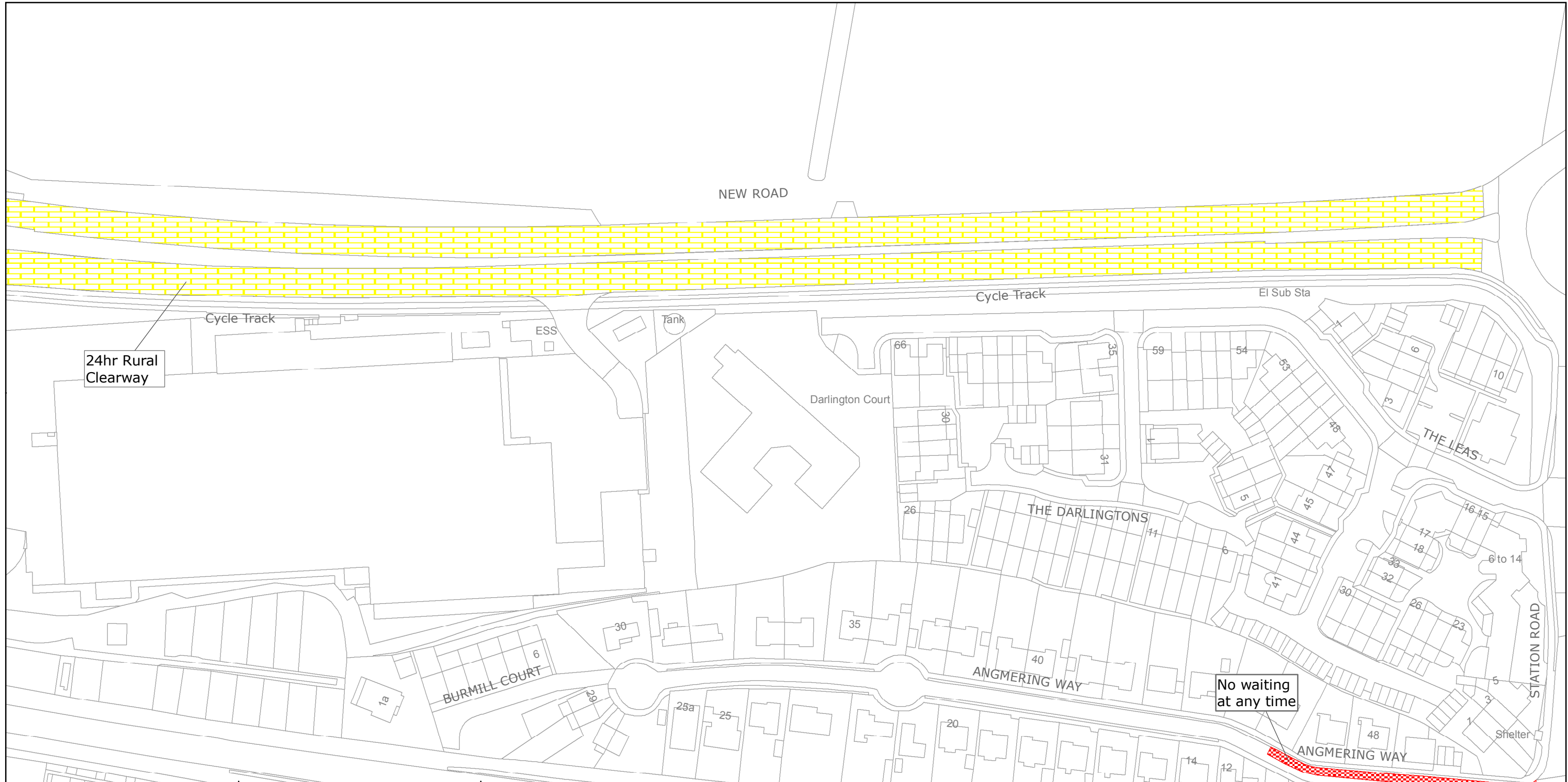
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ARUN DISTRICT:ANGMERING AND
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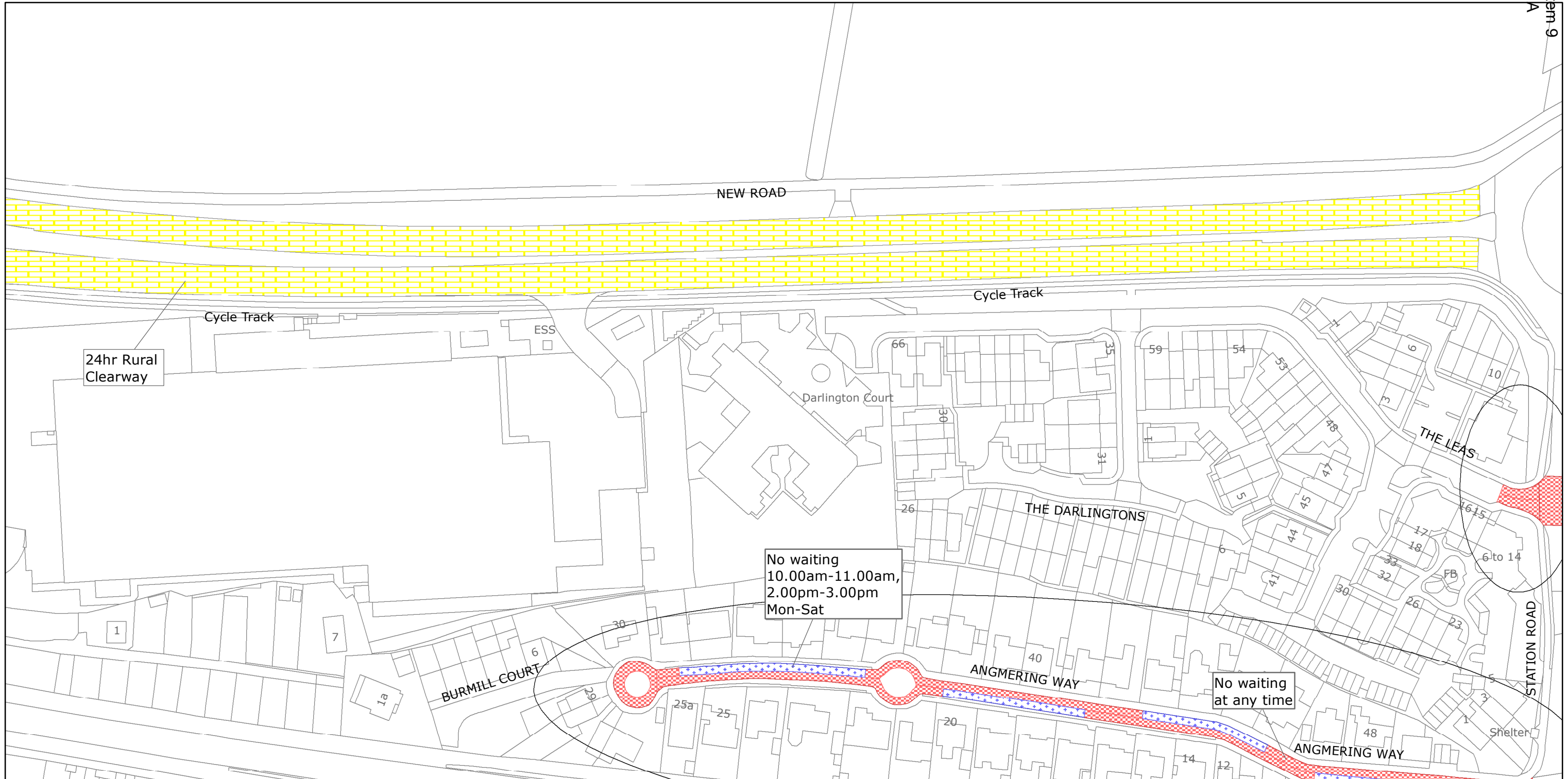
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24hr Rural Clearway

No waiting
10.00am-11.00am,
2.00pm-3.00pm
Mon-Sat

No waiting
at any time



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PROPOSED WAITING RESTRICTIONS- 31/10/2019_RT

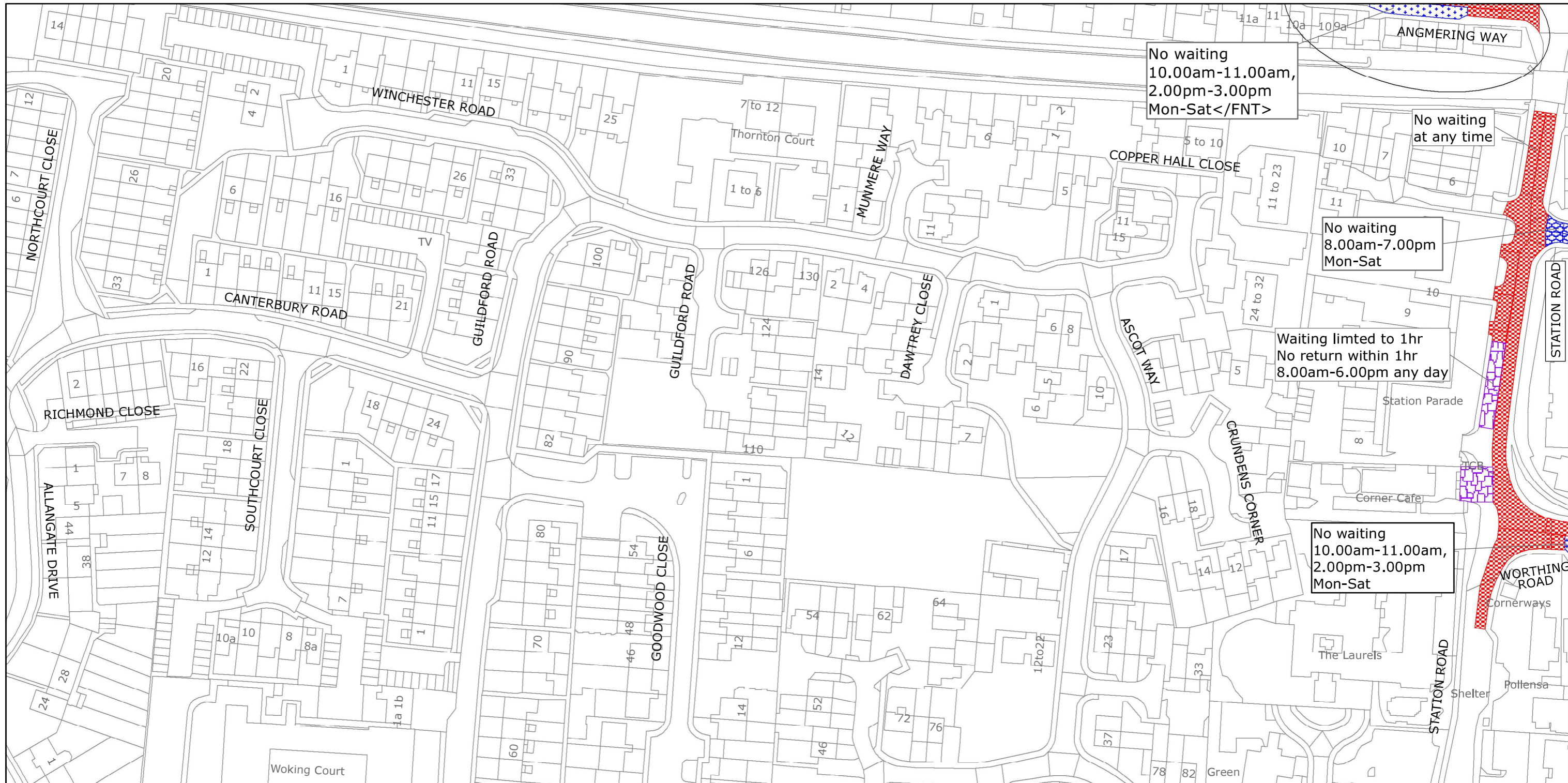
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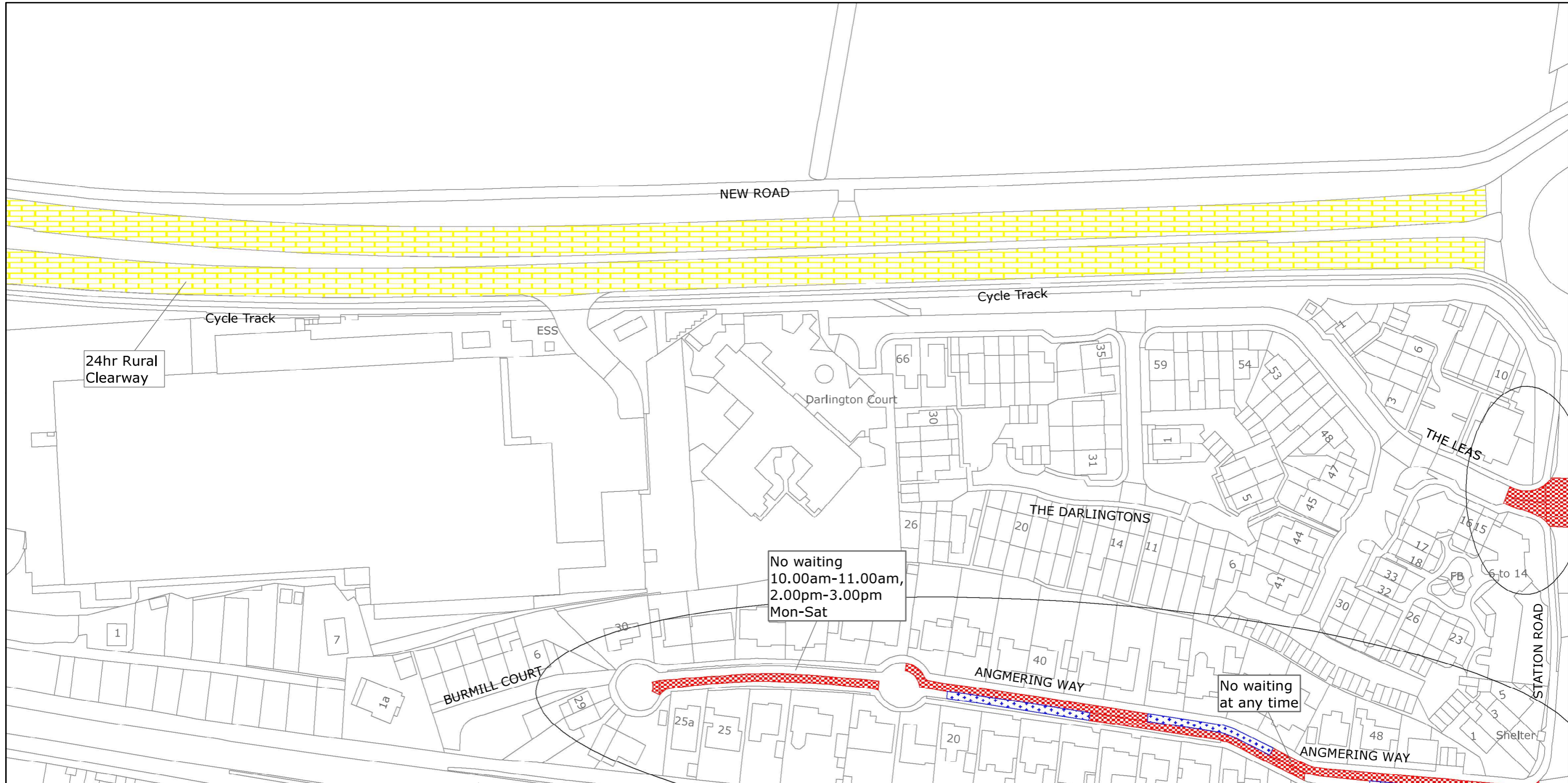
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ARUN DISTRICT: ANGMERING AND RUSTINGTON
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Agenda Item
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Summary of Comments and Objections
Rustington: Angmering Way & The Leas:
Proposed Parking Restrictions

Summary of Comments received:

Objections to the Proposal:	
General Objectors:	2
Objectors who would support a permit scheme:	14*
Total Objectors	16
(All Objectors are from addresses in Angmering Way)	
Support for the Proposal:	
Angmering Way Residents -	
Supporters who would prefer a permit scheme:	7*
Support for proposed scheme	20*
Burmill Mews Residents:	7
Other Addresses:	13
Total Support:	47

*It is observed that of Angmering Way residents most affected by the proposal, 20 respondents support the current scheme, while a total of 21 would prefer a permit scheme to the current proposal.

Objections to the proposal:

Comments	Engineer's Response
Resident of Angmering Way: Proposal will not leave any residents parking on the street. Restrictions are needed but with resident's permits. The road needs to be kept clear for of commuter parking, which blocks the road, but residents should still be able to park in front of their homes.	The amended scheme retains some unrestricted parking that may be utilised by residents. Residents parking schemes (RPS) can only be delivered on an area wide basis, rather than on individual roads, so that sufficient income from parking and permit charges can be generated to meet the costs of setting up, running and enforcing a scheme. West Sussex County Council's parking strategy does not include any current plans to introduce any new RPS but in any case, the cost of setting one up far exceeds the budget available for County Local Committee TRO schemes, so this would be beyond the scope of the scheme approved by the County Local Committee (CLC). Angmering Way is a public highway, so non-residents have the same right to park there as residents but the

	<p>amended scheme will prohibit parking where it would block the road.</p>
<p>Resident of Angmering Way: When restrictions were first discussed residents were told there would be parking permits. There is no mention of this in the present proposal, leaving parking limited for residents and visitors.</p>	<p>West Sussex County Council has not ever told residents of Angmering Way that a permit parking scheme will be introduced in their road. Residents parking schemes (RPS) can only be delivered on an area wide basis, rather than on individual roads, so that sufficient income from parking and permit charges can be generated to meet the costs of setting up, running and enforcing a scheme. West Sussex County Council's parking strategy does not include any current plans to introduce any new RPS but in any case, the cost of setting one up far exceeds the budget available for County Local Committee TRO schemes, so this would be beyond the scope of the scheme approved by the County Local Committee (CLC). The advertised scheme has been amended so that some unrestricted parking that may be utilised by residents and their visitors has been retained.</p>
<p>Resident of Angmering Way: Respondent is elderly and has an illness requiring home care. Is frightened that restrictions will prevent carers parking and affect their care. Parking is a problem at the station end of the road, but a lot of elderly residents need parking for care workers at all times.</p>	<p>The advertised scheme has been amended so that some unrestricted parking that may be utilised by care workers has been retained.</p>
<p>Resident of Angmering Way: Proposals are ridiculous, their property has a driveway for 2 cars, but visitors would have nowhere to park. Some residents have cars parked in the road all day as they have no driveways. Would support permit parking in the road to allow residents to park outside their homes. Discussions should also be held with the railway to encourage commuters to park at the station.</p>	<p>The advertised scheme has been amended so that some unrestricted parking that may be utilised by residents and their visitors has been retained. Residents parking schemes (RPS) can only be delivered on an area wide basis, rather than on individual roads, so that sufficient income from parking and permit charges can be generated to meet the costs of setting up, running and enforcing a scheme. West Sussex County Council's parking strategy does not include any current plans to introduce any new RPS but in any case, the cost of setting one up far exceeds the budget available for County Local Committee TRO schemes, so this would be beyond the scope of the scheme approved by the County Local Committee (CLC). There is regular dialogue between the County Council and Network Rail, that includes discussion about the levels of use of station car parks, which offer discounted parking charges for regular users, for example but commuters cannot be</p>

	<p>compelled to use these car parks, though many do at Angmering station.</p>
<p>Residents of Angmering Way: Proposals are unfair to residents unless they have driveways. A fair solution would be to introduce permits for residents. Controlling parking in the way proposed is draconian and unacceptable. Residents and the council should liaise with Network Rail to make the price of parking at the station more acceptable. A new problem is also occurring with taxis using the double yellow lines at the end of the road for parking.</p>	<p>The advertised scheme has been amended so that some unrestricted parking has been retained, that may be utilised by residents who do not have off-street parking facilities. Residents parking schemes (RPS) can only be delivered on an area wide basis, rather than on individual roads, so that sufficient income from parking and permit charges can be generated to meet the costs of setting up, running and enforcing a scheme. West Sussex County Council's parking strategy does not include any current plans to introduce any new RPS but in any case, the cost of setting one up far exceeds the budget available for County Local Committee TRO schemes, so this would be beyond the scope of the scheme approved by the County Local Committee (CLC). There is regular liaison between the County Council and Network Rail, that includes discussion about the levels of use of station car parks, which offer discounted parking charges for regular users, for example but commuters cannot be compelled to use these car parks, though many do at Angmering station. Arun District Council is the taxi licensing authority and is currently in discussion with the company that manages the station car park to try to address the displacement issue caused by the recent reduction in the size of its taxi rank.</p>
<p>Resident of Angmering Way: Residents parking must be installed as some residents do not have driveways. Current double yellow lines are regularly parked on causing a hazard.</p>	<p>The advertised scheme has been amended so that some unrestricted parking has been retained, that may be utilised by residents who do not have off-street parking facilities. Residents parking schemes (RPS) can only be delivered on an area wide basis, rather than on individual roads, so that sufficient income from parking and permit charges can be generated to meet the costs of setting up, running and enforcing a scheme. West Sussex County Council's parking strategy does not include any current plans to introduce any new RPS but in any case, the cost of setting one up far exceeds the budget available for County Local Committee TRO schemes, so this would be beyond the scope of the scheme approved by the County Local Committee (CLC). The enforcement of the existing waiting prohibition is being undertaken by Arun District Council, whose contractor has</p>

	<p>issued fixed penalty notices to offenders in Angmering Way.</p>
<p>Resident of Angmering Way: Without some form of permit parking the plan will hit residents as hard as commuters who use the road as a car park. There is limited off road parking for properties and some have none at all.</p> <p>Restrictions will impact residents who work shifts. Residents needing on street parking will not be able to park near their properties even at weekends.</p> <p>Properties fronting the turning circles have used these areas for parking with no problems for 25 years and will now have nowhere to park. Are they supposed to park in neighbouring roads?</p> <p>Visitors, doctors, nurses, tradespeople or family staying with relatives will be unable to park anywhere in the road during restricted hours.</p> <p>On reviewing the situation recently respondent noted that most parking between Station Road and the first turning circle were residents' cars. There is not enough single yellow line in the proposal to accommodate these.</p> <p>A permit parking scheme is needed to resolve these issues.</p> <p>Existing yellow lines at Station Road end are routinely being used for parking for station taxis with no enforcement.</p>	<p>The advertised scheme has been amended so that some unrestricted parking has been retained, that may be utilised by residents who do not have access to adequate off-street parking facilities, their visitors and tradespeople.</p> <p>The amendments also include the removal of the double yellow lines in the turning circles other than a short length where regular parking has been observed to obstruct the footway, so that residents can continue to park there, as long as they do not cause an obstruction.</p> <p>On occasions when there is insufficient on-street space for the residents of the eastern end of Angmering Way to park in that section of the road, they may have to park in the driveways that most of these properties have, or further along Angmering Way, where there are no restrictions. Residents parking schemes (RPS) can only be delivered on an area wide basis, rather than on individual roads, so that sufficient income from parking and permit charges can be generated to meet the costs of setting up, running and enforcing a scheme. West Sussex County Council's parking strategy does not include any current plans to introduce any new RPS but in any case, the cost of setting one up far exceeds the budget available for County Local Committee TRO schemes, so this would be beyond the scope of the scheme approved by the County Local Committee (CLC).</p> <p>Arun District Council is the taxi licensing authority and is currently in discussion with the company that manages the station car park to try to address the displacement issue caused by the recent reduction in the size of its taxi rank.</p> <p>The enforcement of the existing waiting prohibition in Angmering Way is being undertaken by Arun District Council, whose contractor has issued fixed penalty notices to offenders.</p>
<p>Resident of Angmering Way: Proposal will impose unacceptable restrictions on residents, who will no longer be able to have friends to visit and park in the road and will prevent people parking outside their own houses.</p>	<p>The advertised scheme has been amended so that some unrestricted parking has been retained, that may be utilised by residents and their visitors. Residents parking schemes (RPS) can only be delivered on an area wide basis, rather than on individual roads, so that</p>

<p>Parking needs attention but current proposal is unworkable. Permit parking is needed. If restrictions are installed, respondent will have little choice but to demolish their garage to extend the driveway for parking, incurring unfair expense.</p>	<p>sufficient income from parking and permit charges can be generated to meet the costs of setting up, running and enforcing a scheme. West Sussex County Council's parking strategy does not include any current plans to introduce any new RPS but in any case, the cost of setting one up far exceeds the budget available for County Local Committee TRO schemes, so this would be beyond the scope of the scheme approved by the County Local Committee (CLC).</p>
<p>Resident of Angmering Way: Proposal would restrict residents and their visitors parking outside their own properties. The better solution would be to introduce permit parking. It is unfair to penalise residents due to the inconsiderate parking of commuters and a local taxi company. Restrictions would affect property prices and cause residents' expense by forcing them to enlarge their driveways. Single and double yellow lines are not the answer – taxi companies already ignore these and park on the pavements restricting access for pedestrians with pushchairs. These cars are not ticketed for poor parking presently and this will not change. Restrictions will just inconvenience residents.</p>	<p>The advertised scheme has been amended so that some unrestricted parking has been retained, that may be utilised by residents and their visitors. Residents parking schemes (RPS) can only be delivered on an area wide basis, rather than on individual roads, so that sufficient income from parking and permit charges can be generated to meet the costs of setting up, running and enforcing a scheme. West Sussex County Council's parking strategy does not include any current plans to introduce any new RPS but in any case, the cost of setting one up far exceeds the budget available for County Local Committee TRO schemes, so this would be beyond the scope of the scheme approved by the County Local Committee (CLC). Arun District Council is the taxi licensing authority and is currently in discussion with the company that manages the station car park to try to address the displacement issue caused by the recent reduction in the size of its taxi rank. The enforcement of the existing waiting prohibition in Angmering Way is being undertaken by Arun District Council, whose contractor has issued fixed penalty notices to offenders. The restrictions were requested by residents but will apply to everyone. Any inconvenience may be offset by the benefits arising from the deterrence of the inconsiderate parking that has been observed to obstruct the road and footways.</p>
<p>Resident of Angmering Way: Accepts there have always been parking problems in the area, but the proposal will negatively impact residents. Efforts to resolve parking problems are very welcome, but current proposal gives no thought to visitors, friends and family parking. Most homes in the road have working families</p>	<p>The advertised scheme has been amended so that some unrestricted parking has been retained, that may be utilised by residents and their visitors. Residents parking schemes (RPS) can only be delivered on an area wide basis, rather than on individual roads, so that sufficient income from parking and permit charges can be</p>

<p>with 2 cars but only one space to park off road, leaving people needing to park on the street. Due to the proximity of the station it is almost impossible to find parking in other roads nearby when remaining spaces in Angmering Way are full.</p> <p>The only fair way forward is to introduce residents permits. This would also deter commuters and people who leave cars in the road for a week or more to go on holiday. Proposal will make life harder for residents rather than easier.</p>	<p>generated to meet the costs of setting up, running and enforcing a scheme. West Sussex County Council's parking strategy does not include any current plans to introduce any new RPS but in any case, the cost of setting one up far exceeds the budget available for County Local Committee TRO schemes, so this would be beyond the scope of the scheme approved by the County Local Committee (CLC).</p> <p>Any inconvenience to residents may be offset by the benefits arising from the deterrence of the inconsiderate parking that has been observed to obstruct the road and footways.</p>
<p>Resident of Angmering Way: Accept there are parking problems but have concerns about the proposed solution.</p> <p>The lengths of single yellow lines proposed are not long enough to accommodate the parking needed for residents' vehicles. This will force residents to park in other roads.</p> <p>Many families have more than one car and many also have no off-road parking. Some of these are at home in the day or work on shift and need parking during the restricted times. Most families are at home at weekends, but the restriction includes Saturdays, where do residents go during the restricted period?</p> <p>Parking in the turning circles does not prevent vehicles turning and is the only place available to park for properties at these locations. Supports the need for restrictions but this needs to be via a permit scheme, otherwise residents' lives will be ruined. This would avoid the need for double yellow lines at all. Would rather leave things as they are than make it impossible for people to park outside their own homes.</p>	<p>The advertised scheme has been amended so that some unrestricted parking has been retained, that may be utilised by residents at all times.</p> <p>The amendments also include the removal of the double yellow lines in the turning circles other than a short length where regular parking has been observed to obstruct the footway, so that residents can continue to park there, as long as they do not cause an obstruction. Residents parking schemes (RPS) can only be delivered on an area wide basis, rather than on individual roads, so that sufficient income from parking and permit charges can be generated to meet the costs of setting up, running and enforcing a scheme. West Sussex County Council's parking strategy does not include any current plans to introduce any new RPS but in any case, the cost of setting one up far exceeds the budget available for County Local Committee TRO schemes, so this would be beyond the scope of the scheme approved by the County Local Committee (CLC). The double yellow lines proposed are to prevent parking from taking place on both sides of the road, as happens at present on occasions, obstructing the carriageway and footways. They would still be needed if the parking spaces were for permit holders only. Angmering Way is too narrow for parking to be viable outside all of the residents' homes.</p>
<p>Resident of Angmering Way: Proposed TRO would make life very difficult as they have no drive and live on a length of road covered by proposed double yellow lines. Respondent has limited mobility and would find it very stressful if they are no longer allowed to park</p>	<p>The advertised scheme has been amended so that some unrestricted parking has been retained and the double yellow line originally proposed to be painted outside this respondent's home is no longer within the</p>

<p>outside their home. Appreciates difficulties caused to refuse vehicles etc. but this is caused by inconsiderate parking by non-residents. Even if permits were introduced, the additional expense would not be something a family would welcome.</p>	<p>scheme. There is no current proposal to introduce permit parking in Angmering Way.</p>
<p>Resident of Angmering Way: Lives at the western end of the road and has no off-road parking. Proposal will leave them with nowhere to park at all. Other residents in the road protect parking spaces outside their homes with aggression towards others and are unlikely to share the new limited parking availability either. The proposed restrictions will prevent residents from having visitors as there is no parking available in neighbouring streets. Yellow lines at the eastern end of the road are ignored regularly and used for parking for station taxis.</p>	<p>The advertised scheme has been amended so that some unrestricted parking has been retained, particularly at the western end of Angmering Way, that may be utilised by residents and their visitors. This road is within the public highway, so anyone can park wherever there are no prohibitions in force. Aggressive behaviour by any residents trying to prevent the highway being used by others should be reported to the police. Arun District Council is the taxi licensing authority and is currently in discussion with the company that manages the station car park to try to address the displacement issue caused by the recent reduction in the size of its taxi rank. The enforcement of the existing waiting prohibition in Angmering Way is also being undertaken by Arun District Council, whose contractor has issued fixed penalty notices to offenders.</p>
<p>Resident of Angmering Road: Restrictions are needed in the road as train users park in the road and cause obstructions. Current proposal will prevent this, but also prevent residents from parking, some of whom have no driveways. The road needs resident permit parking.</p>	<p>The advertised scheme has been amended so that some unrestricted parking has been retained in Angmering Way, that may be utilised by residents. Residents parking schemes (RPS) can only be delivered on an area wide basis, rather than on individual roads, so that sufficient income from parking and permit charges can be generated to meet the costs of setting up, running and enforcing a scheme. West Sussex County Council's parking strategy does not include any current plans to introduce any new RPS but in any case, the cost of setting one up far exceeds the budget available for County Local Committee TRO schemes, so this would be beyond the scope of the scheme approved by the County Local Committee (CLC).</p>
<p>Resident of Angmering Way: Agree restrictions are needed but current proposal is the wrong approach. Many families have no driveways, or driveways too small to fit a modern family car onto. Respondent has disabled family members and needs parking near the home. These</p>	<p>The advertised scheme has been amended so that some unrestricted parking has been retained in Angmering Way, that may be utilised by residents and their visitors. Any of these who hold a Disabled persons' Blue Badge would also be able to park on the</p>

<p>restrictions would impact them hugely as they would never get a space nearby. The only solution is a residents' permit scheme.</p>	<p>proposed yellow lines for up to three hours, as long as they do not cause an obstruction. Residents parking schemes (RPS) can only be delivered on an area wide basis, rather than on individual roads, so that sufficient income from parking and permit charges can be generated to meet the costs of setting up, running and enforcing a scheme. West Sussex County Council's parking strategy does not include any current plans to introduce any new RPS but in any case, the cost of setting one up far exceeds the budget available for County Local Committee TRO schemes, so this would be beyond the scope of the scheme approved by the County Local Committee (CLC).</p>
<p>Resident of Angmering Way: Understands why residents near Station Road experience problems with commuters, but a solution would be to remove charges from the station car park. Many of the properties in the road are 2 car families and not all have driveways. The TRO maps show parking spaces for around 16 cars, but on drives along the road has counted 29 residents' cars parking in the road. Where will the displaced cars go? Less mobile residents will struggle having to walk 3 or 4 streets away to get the car. Removing parking in the turning circles implies that modern vehicles don't have a reverse gear and cannot make a 3-point turn! Opposes any scheme which does not include residents parking for residents and visitors.</p>	<p>There is regular liaison between the County Council and Network Rail, that includes discussion about the levels of use of station car parks, which offer discounted parking charges for the many regular users at Angmering station but the County Council cannot compel Network Rail to remove their parking charges and run their car park at a loss. The advertised scheme has been amended so that some unrestricted parking has been retained in Angmering Way, that may be utilised by residents who have no off-street parking facilities but, on occasions when there is insufficient on-street space for the residents of Angmering Way to park their cars, they may have to park in the driveways that most them have. Angmering Way is too narrow for on-street parking to be viable outside all of the residents' homes. Any of the "less mobile" residents who hold a Disabled persons' Blue Badge would also be able to park on the proposed yellow lines for up to three hours, as long as they do not cause an obstruction, if they cannot find any other space in which to park. The amendments to the advertised scheme also include the removal of the double yellow lines in the turning circles, other than a short length where regular parking has been observed to obstruct the footway, so that residents can continue to park there, as long as they do not cause an obstruction. Residents parking schemes (RPS) can only be delivered on an area wide basis, rather than on individual roads, so that sufficient income</p>

	<p>from parking and permit charges can be generated to meet the costs of setting up, running and enforcing a scheme. West Sussex County Council's parking strategy does not include any current plans to introduce any new RPS but in any case, the cost of setting one up far exceeds the budget available for County Local Committee TRO schemes, so this would be beyond the scope of the scheme approved by the County Local Committee (CLC).</p>
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Support for the proposal:

Resident of Angmering Way: Supports the proposal, no further comments submitted.
Resident of Angmering Way: Supports the proposal but understands concerns of residents who don't have driveways. Would like permit parking to be introduced, but would then like to be able to park outside their own home, as often other people park outside their house.
Resident of Angmering Way: Supports the proposal, no further comments submitted.
Resident of Angmering Way: Refuse collectors struggle to access the road and worry about emergency services. Parking on pavements often restricts access, forcing the elderly and parents with prams to walk in the road.
Resident of Angmering Way: Commuter parking is a real issue in the road with people dumping cars inconsiderately when late for the train. This blocks the road for emergency services and leaves cars blocking driveways.
Resident of Angmering Way: Supports the proposal, no further comments submitted.
Resident of Darlington Walk: Supports the proposal but the double yellow lines on the north side of the Leas should extend to the layby. There is a bend in the road at this point and when driving out of the car park vans on the north side obstruct vision, nearly causing accidents.
Rustington Parish Council: Fully support the scheme.

In addition to the above messages of support, a package of signed support forms was received from a local resident. A breakdown of these responses is as follows:

General support from Residents of Angmering Way	15
Number of support forms which also requested a permit scheme	6
Support from visitors to residents on Angmering Way	12
Support from residents of Burmill Mews	7

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Joint Eastern Arun Area Committee**Ref: EA07(19/20)****Community Initiative Funding****Key Decision:
No****17 March 2020****Part I****Report by Director of Law and Assurance****Electoral Divisions:
All in JEAAC area****Recommendation**

That the Committee considers the applications submitted for Community Initiative Funding as set out in Appendix A and award funding accordingly.

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.
- 1.4 Effective from 8 February 2019, the County Council's Community Initiative Fund budget was reduced from £280,000 per year to £140,000 per year, following a decision taken by the Cabinet Member for Safer, Stronger Communities. It was approved that this proposal be included in the Governance Committee review of County Local Committees with implementation of savings to be delayed until the review has been completed. Therefore, it was agreed that the 2019/20 CIF budget be provisionally reduced to £140,000, subject to the outcome of the Governance Committee review of CLCs on 25 November 2019. This decision was supported by the Governance Committee.
- 1.5 Effective from 12 June 2019, the Cabinet Member for Safer, Stronger Communities took a decision to introduce a Micro Fund following feedback received from groups relating to small projects. Applications to the Micro Fund are intended for projects with a total cost of up to £750 as an alternative to crowdfunding and pitching to CIF via West Sussex Crowd. As with crowdfunding pitches, Micro Fund applications are

considered the CLC meetings for a decision. CLCs were advised to allocate up to 30% of their budget to Micro Fund applications, although this is discretionary.

2. Proposal

- 2.1 That the Committee considers the pitches and/or applications for 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 2019/20 financial year, Joint Eastern Arun Area Committee had a total of £12,000.00 available for allocation, of this **£6,932.47** 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 Micro Fund applications and one crowdfunding pitch for consideration by the Committee, with a combined total project cost of £9,453.00.

These are also outlined in Appendix A, pitches are available to view at www.westsussexcrowd.org.uk

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 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.

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: Monique Smart, Democratic Services Officer – 033 022 22540

Background Papers:

Micro Fund applications and crowdfunding pitches –

<http://www2.westsussex.gov.uk/ds/cttee/ea/ea170320i12back.pdf>

Decision SSC8 18/19 –

<https://westsussex.moderngov.co.uk/ieDecisionDetails.aspx?ID=494>

Decision SSC02 19/20 -

<https://westsussex.moderngov.co.uk/ieDecisionDetails.aspx?ID=611>

Current applications for consideration by the Committee

West Sussex Crowd

The following project has pitched to the Community Initiative Fund since the last meeting:

Fundraising Stage –

- ***361/JEAAC – Brookside Memorial Garden Community Group, £7,359.00 - towards creating paths to enable the memorial garden to open to the public and be inclusive of wheelchair and pram/buggy access.**
www.spacehive.com/brookside-memorial-garden

*Members should note this group has submitted a new pitch with a reduced total project cost since the Committee [took a decision](#) to award a conditional pledge at JEAAC on 11 June 2019:

361/JEAAC – Brookside Memorial Garden Community Group, up to £2,500 subject to the project achieving 50% of the overall project costs - towards the creation of a memorial garden to include; a memorial wall, plaque and hoggin paths for disabled access.

Members should acknowledge that a new decision will rule the original decision as void.

Micro Fund

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

- **464/JEAAC – Howard Lawn Tennis Club, 'Return to tennis!' £675.00 – towards course publicity, equipment and coaching costs.**
- **485/JEEAC – The Littlehampton Society, 'A publication on local issues and information', £719.00 – towards printing and advertising costs.**
- **506/JEAAC – Friends of Mewsbrook Park, 'Playranger sessions', £700.00 - towards delivering soft play, woodwork and craft sessions for children aged 5-11.**

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Summary of awards made in 2019/20 and 2018/19

The following project received funding during the 2019/20 financial year to date:

Applicant	Summary	Member	Awarded	Evaluation
WEST SUSSEX CROWD				
360/JEAAC – Arundel and Downland Community Leisure Trust	Towards new changing huts accessible to all swimmers	Gary Markwell	£1,000.00	
435/JEAAC – Littlehampton Community Fridge	Towards the cost of hiring a refrigerated van	Ian Buckland	£2,000.00 (£500.00 pledged via Urgent Action)	
MICRO FUND				
405/JEAAC – Littlehampton Wave Life Saving Club	Providing a place to deliver water-based community life-saving training. Towards training materials and equipment	James Walsh	£750.00	Thank you card received signed by the young members.
433/JEAAC – Arundel Cricket Club	Towards purchasing a spiking roller for pitch maintenance and comfortable outdoor seating on pitch two	Gary Markwell	£723.98	
434/JEAAC – Rustington Cricket Club	Towards purchasing protective equipment for the club's youth members to enable league entry	James Walsh	£593.55	
			TOTAL: £5,067.53	

The following applications received funding during the 2018/19 financial year:

Applicant	Summary	Member	Awarded	Evaluation
224/JEAAC – Revitalizing Burpham Playground	Towards developing updated children’s play area	Gary Markwell	£1,000.00	
240/JEAAC – East Preston new hoist-assisted toilet	Towards converting existing old toilet block into a hoist-assisted toilet and two accessible unisex toilets	Roger Elkins	£1,000.00	
287/JEAAC – Non-turf cricket pitch equipment	Towards purchasing ancillary maintenance equipment	Roger Elkins	£1,750.00	
236/JEAAC – New build multifunction/SEN classroom	Towards enclosing a rear storage area for children with SEND	Roger Elkins	£3,360.00	
288/JEAAC – Sportsfield Irrigation	Towards installing an upgraded, computerised irrigation system	James Walsh	£3,500.00	
322/JEAAC – Littlehampton’s Community Love Festival	Towards publicity and stage marquee costs	Ian Buckland	£2,500.00	
			TOTAL: £13,110.00	

To note: The following pitch was awarded a £2,500.00 pledge but subsequently failed to achieve their fundraising target.

247/JEAAC – Cancer United, ‘Outswimcancer: a pool for cancer patients’ – towards building works to develop a swimming pool providing rehab for local cancer patients.
www.spacehive.com/out-swim-cancer