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13 November 2019

A meeting of the Crawley County Local Committee will be held at 7.00 pm on Thursday, 21 November 2019 in The Crawley Library (Longley Room), Southgate Avenue, Crawley, RH10 6HG

Tony Kershaw
Director of Law and Assurance

Your local County Councillors



Brenda Burgess
Three Bridges



Richard Burrett
Pound Hill



Duncan Crow
Tillgate & Furnace Green



Michael Jones
Southgate & Gossops Green



Bob Lanzer
Maidenbower & Worth



Chris Oxlade
Bewbush & Ifield West



Brian Quinn
Broadfield



Brenda Smith
Langley Green & Ifield East



Karen Sudan
Northgate & West Green

Invite you to come along to the Crawley County Local Committee

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

Agenda

7.00 pm 1. **Welcome and introductions**

Members of Crawley County Local Committee are Brenda Burgess, Richard Burrett, Duncan Crow, Michael Jones, Bob Lanzer, Chris Oxlade, Brian Quinn, and Brenda Smith and Karen Sudan.

7.05 pm 2. **Declarations of Interest**

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

- 7.10 pm 3. **Minutes** (Pages 5 - 8)
- To confirm the minutes of the meeting of the Committee held on 27 June 2019 (cream paper).
- 7.15 pm 4. **Urgent Matters**
- Items not on the agenda that the Chairman of the meeting is of the opinion should be considered as a matter of urgency because of special circumstances.
5. **Talk With Us Open Forum**
- To invite questions from the public present at the meeting on subjects other than those on the agenda. The Committee would encourage members of the public with more complex issues to submit their question before the meeting to allow a substantive answer to be given.
- 7.10 pm 6. **Highways Progress Statement** (Pages 9 - 10)
- The Committee will receive an update from the Area Highways Manager on Highway related projects in the area.
7. **Presentation - Highways : Improving Local Places and Spaces**
- The Committee will receive a service level update from the Highways Area Manager on the Improving Local Places and Spaces scheme.
8. **Appointment - Gatwick Greenspace Partnership**
- WSCC part fund a project called Gatwick Greenspace Partnership (GGP) which has two WSCC Members attached to it. One is Cllr Bob Lanzer. Sue Mullins was the other Member however did not stand for re-election in the spring elections. Another appointment needs to be made by the Committee.
9. **Traffic Regulation Order: Matthews Drive (C02(19/20))**
(Pages 11 - 22)
- The Committee are invited to consider the Traffic Regulation Order Report attached by the Executive Director for Place and Director of Highways, Transport and Planning regarding a Traffic Regulation Order on Matthews Drive, Maidenbower.
10. **Traffic regulation order prioritisation (C03(19/20))**
(Pages 23 - 30)
- The Committee is asked to consider the Traffic Regulation Orders contained in the report and prioritise the top three.
11. **Crawley Community Initiative Funding (C04(19/20))**

(Pages 31 - 46)

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.

12. **Nominations for Local Authority Governors to Maintained Schools and Academy Governing Bodies (C05(19/20))**
(Pages 47 - 52)

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.

13. **Date of Next Meeting**

The next meeting of the Committee will take place at 7.00 pm on 25 February 2020 in The Longley Room, Crawley Library, Southgate Avenue, Crawley, RH10 6HG.

Members wishing to place an item on the agenda should notify Jack Caine via email: jack.caine@westsussex.gov.uk or phone on 033 022 28941.

To: All members of the Crawley 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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Crawley County Local Committee

27 June 2019 – At a meeting of the Committee at 7.00 pm held at Longley Room, Crawley Library, Southgate Avenue, Crawley, RH10 6HG.

Present:

Mrs Smith (Chairman) (Langley Green & Ifield East;), Mr Burrett (Pound Hill;), Mr Crow (Tilgate & Furnace Green;), Mr Jones (Southgate & Gossops Green;), Mr Lanzer (Maidenbower & Worth;), Mr Oxlade (Bewbush & Ifield West;), Mr Petts (Three Bridges;), Mr Quinn (Broadfield;) and Ms Sudan (Northgate & West Green;)

1. Welcome and introductions

1.1 The Chairman welcomed everyone to the meeting and asked Members and Officers to introduce themselves.

2. Appointments

2.1 RESOLVED that Brenda Smith be appointed as Chairman for the Crawley County Local Committee for the year 2019/20.

and

Richard Burrett be appointed as Vice Chairman to the Crawley County Local Committee for the year 2019/20

2.2 The Chairman welcomed Karen Sudan to the meeting as the newly elected members for the Northgate and West Green division.

3. Declarations of Interest

3.1 Karen Sudan declared a personal interest in respect to item 9.

4. Minutes

4.1 RESOLVED that the Minutes of the last meeting held on 26 February 2019 be approved as a correct record and signed by the Chairman.

5. Urgent Matters

5.1 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. There were none.

6. Progress Statement

6.1 The Chairman advised members that the progress statement could be found on page 9 of the agenda papers and invited the Area Highways

Manager to make introduce the item and make comments.

6.2 In response to a question from the Committee it was advised that Community Highways Schemes can be considered for two years following the receipt of the application. If they are not approved within the two years they must be resubmitted in order to be considered.

6.3 The Committee thanked Officers for the update.

7. Crawley Growth Programme Update

7.1 The Chairman incited the Area Highways Manager to introduce the item.

7.2 The Committee received an update on the Growth Programme and requested a presentation on the matter be delivered at the next meeting.

8. Community Initiative Fund - Microfund

8.1 The Committee noted the decision taken by the Cabinet Member for Safer, Stronger communities regarding the introduction of the CIF Microfund.

9. Crawley Community Initiative Funding (C01(19/20))

9.1 The Committee considered Community Initiative Funding Applications that had be received via the West Sussex Crowd, as set out in Appendix A of the report as well as any applications that had been received through the newly introduced Microfund.

9.2 The Committee considered each application individually on it's merits and it was RESOLVED that the following pledges be approved

355/C – Special Support Centre Parents and Friends Association, Sensory Garden, up to £1365 – towards the cost of a replacement water feature, bubble machine and resin gravel.

362/C – Arctic Handball Club, Bring Handball On, up to £1581.50 – Toward purchasing tracksuits and portable goals

372/C – Langley Green Primary School PTA, Outdoor Learning Shelter/Gym, up to £3320 – toward purchasing and installing an outdoor gym and wooden shelter.

373/C – Rivers LPC, PRESENCE, up to £1889 – towards purchasing sewing and IT equipment for the launch of a women's resource centre

382/C – Emerald Sports & Social Club, ESCC Infrastructure Development Programme, up to £3135 – towards the preparation and installation of new floodlighting at a multi-purpose sports training facility.

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

10.1 The Committee noted that there were no Nominations for approval and asked members of the public to express interest if they wished to take up the role of school governor. The Chairman requested that Local Members for vacancies be more proactive in signposting candidates for the Governing Body to the appropriate service.

11. Talk With Us Open Forum

11.1 The Chairman invited Members of the public to ask questions of the committee. In response to these questions the following information was provided:

11.2 A traffic regulation order relating to Ifield had been included on page 9 of the agenda and a Seminar on the matter would be taking place on the 3 July. Crawley Borough Council Members had been invited.

11.3 If Community Highways Schemes score high enough when the scoring criteria is applied they will all be progressed and delivered. If a CHS is not progressed it is because it doesn't score highly enough. This is not the same for Traffic Regulation Orders.

11.4 Complaints received from the public regarding highways matters do not change the scoring of individual TROs with the scoring matrix, however if there are serious health and safety issues then repair works will be carried out to rectify them.

11.5 Climate Change matters were for Central Government and the CLC had no power over climate change policies.

12. Round table discussion

12.1 The Chairman led a round table discussion on potential changes to CLCs generally, to feed into the ongoing CLC review requested by the Governance Committee.

12.2 The Committee agreed that the Crawley CLC was fit for purpose, covered the correct area, met frequently enough and discussed appropriate matters.

13. Date of Next Meeting

13.1 It was confirmed that the next meeting of the Crawley CLC would take place on the 21 November 2019.

Chairman

The meeting closed at 8.45 pm

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Approved Infrastructure Plan Priorities

	IP Priority- Selected By WC CLC	Delivery year	Project Manager	Latest Update
	Ifield Avenue Cycle Route	2019/20	Simon Osborne	Currently under construction, estimated completion due end December 2019
1	Improvement Scheme-to reduce congestion and improve Vehicular Access-Junction of Ifield Drive and Ifield Avenue and connection with Crawley Avenue (A23) Roundabout	2020 /21 Subject to the availability of road space	Jamie Lightfoot	Construction is currently in the provisional deviley programme for 20/21

	Community Highway Schemes Selected for design 2018/19	Delivery year Design	Project Manager	Latest Update
	Removal of Chichane on Maidenbower Drive	2018/19	Simon Osborne	Complete
1	Bewbush Manor Roundabout – Lane Markings / signing	2018/19	Simon Osborne	Due to budget pressures this scheme has been deffered until next year

	Community Highway Schemes Selected for design 2019/20	Delivery year Design	Project Manager	Latest Update
	Turners Hill Road Controlled	2019/20	TBC	Design 2019/20

	Crossing			
	Copthorne Road – Controlled Crossing	2019/20	TBC	Design 19/20
1	Matthews Drive Chicane removal	2019/20	Kevin Moss	Design & public consultation . A number of objection were received during the public consultation and the Crawley CLC will be asked to make a decision on whether to proceed with the scheme at the CLC meeting on 21 November 2019. Subject to this decision works will be included in the 2020 /21 delivery programme.

Traffic Regulation Order Selected By Crawley CLC for Progression

	TRO Priority- Selected By CRAWLEY CLC for progression in 2019/20	Delivery year and	Project Manager	Latest Update
1	<ul style="list-style-type: none"> A23 Bus Lane – amendment to allow all buses 	2019/20	John Cunningham	Complete
2	<ul style="list-style-type: none"> North Road Three Bridges Parking Restrictions 	2019/20	John Cunningham	Formal process complete, awaiting application of road markings
3	Byron Close Parking restrictions	2019/20	John Cunningham	Outline design , member consultation underway

Crawley County Local Committee	Ref No: (C02(19/20))
Date : 21st November 2019	Key Decision: No
Matthews Drive Removal of chicanes and replacement with speed reduction cushions: objections arising from advertisement of the traffic regulation order (TRO)	Part I
Report by Executive Director for Place and Director of Highways, Transport and Planning	Electoral Division(s): Maidenbower

Summary

The system of chicanes along Matthews Drive dates from traffic management thinking at the time of the Maidenbower development being considered, i.e. late 1980's and early 1990's. Traffic volumes continue to increase resulting in reports of build-ups and queues especially at peak times. There is also a concern about safety arising from the desire of some drivers to 'rush the chicanes', as well as the pollution associated with idling engines in a queue. It is recognised that some form of traffic management / speed control is essential in this part of Maidenbower. This proposal aims to address the issues and to serve the interests of all road users and to seek to mitigate the issues referred to above.

This proposal is similar to the works carried out at Station Hill and Billinton Drive several years ago.

Comments received during the formal advertisement period resulted in 14 objections. It is considered that there are benefits to introducing the traffic calming and that these outweigh the concerns expressed by the objections.

Recommendation

That the County Council Members of Crawley CLC, having considered the responses to the formal consultation, authorises the Director of Law and Assurance to make the order as advertised and the Director of Highways, Transport and Planning to install the scheme.

Proposal

1. Background and Context

- 1.1 The system of chicanes along Mathews Drive dates from the early days of urban traffic management thinking in the 1980's and early 1990's.
- 1.2 Since then traffic volumes have continued to increase resulting in reports of major build-ups and queues especially at peak times.

- 1.3 There are also concerns about safety associated with the desire of some drivers to 'rush the chicanes', as well as the pollution associated with idling engines in a queue.

2. Proposal

- 2.1 The existing chicanes are intended to control the traffic speeds between Maidenbower Drive and the Lucas Close area.
- 2.2 To achieve the same effect five sets of raised cushions will be required
- 2.3 Also included are some repairs to service covers and road surfaces where potholes are starting to form.

3. Resources

- 3.1 The Traffic Regulation Order is being progressed using internal resource and does not require funding. It is estimated that the cost of implementation will be £80,000 and is funded from the capital allocation for 2020/21.
- 3.2 The works will be undertaken by the County Council's highways framework contractor.

Factors taken into account

4. Consultation

- 4.1 Formal advertisement of the speed cushions commenced on the 4th September and lasted for the statutory 21 days.
- 4.2 The County Councillor Bob Lanzer supports the proposal. Sussex Police have not raised any objection.
- 4.3 Public notices were erected on site, and an advertisement made in the local press. Online consultation was also undertaken on the WSCC website. This resulted in the following representations received:
 - 14 objections from members of the public
- 4.4 The responses are summarised in Appendix B, along with officer comments.

5. Risk Management Implications

There is a risk that the removal of the chicanes and replacement with pairs of cushions may result in higher traffic speeds; however this scenario has not been seen in other roads where similar work has been carried out.

6. Other Options Considered

- 6.1 It is not possible to install a traffic speed camera as requested as the site does not meet the criterion for their installation by Sussex Police.
- 6.2 There is concern that extensive use of traffic calming features could have a negative impact on public transport and emergency services therefore speed cushions are being proposed (which have a lesser effect on such vehicles than other types of traffic calming) and are to be used over a relatively limited length of road.

7. Equality Duty

- 7.1 The Equality Act 2010 bans unfair treatment and seeks equal opportunities in the workplace and in wider society. It also imposes a Public Sector Equality Duty. The protected characteristics are age, disability, gender reassignment, marriage/civil partnership, pregnancy and maternity, race, religion or belief, sex and sexual orientation.
- 7.2 The protected characteristics have been duly considered and assessed in the course of the consideration of this proposal. No relevant or disproportionate impact upon any of the protected characteristics in the Equality Act 2010 has been identified in the consideration of the proposals detailed in this report.

8. Social Value

The proposals align with the County Council's policy on Social Value insofar as they aim to improve the local road environment for existing users and existing and future residents.

9. Crime and Disorder Act Implications

Sussex Police were formally consulted on this scheme and raised no concerns regarding implications on Crime and Disorder. Officers have also considered WSCC obligations under the Act and no issues have been identified.

10. Human Rights Implications

It is unlawful for a public authority to act in a way that is incompatible with a convention right. Officers have considered the scheme proposals and implications it may have on Human Rights and are satisfied the proposals will not have a negative impact. It is believed that the introduction of this order is justified.

Lee Harris

Matt Davey

Agenda Item 9

Executive Director for Place

Director of Highways, Transport
and Planning

Contact: Peter Bradley, 03302222104

Appendices

Appendix A – plan of proposals

Appendix B – summary of responses

Consultation Response Summary

	Objection/Comments	Comments from Director of Highways Transport & Planning
1	<p>Resident of Tullett Road</p> <p>Believes it would be better to have full width speed humps rather than cushions; They find that some drivers use the cushions like chicanes, veering from side to side to avoid them, causing other drivers to swerve to avoid.</p>	<p>Speed cushions provide less discomfort than "full width" road humps to occupants of large buses and commercial vehicles. They also cause fewer delays to fire appliances and buses as their speed is less compromised compared to traversing a conventional road hump. Buses and large emergency vehicles can straddle them and this should also reduce discomfort to passengers in mini-buses and ambulances.</p> <p>Speed cushions are also preferred by cyclists over "full width" road humps, as they are able to avoid the cushions using the gap between the kerb and the cushion.</p> <p>As opposed to "full width" road humps, speed cushions do not present any drainage problems.</p>
2	<p>Resident of Matthew Drive</p> <p>Objects as it will cause a traffic jam when dropping children off at school</p>	<p>Speed cushions are intended to slow traffic down along a road but would never be the cause of a traffic jam. Congestion is more likely to occur due to parents stopping to drop off and pick up their children but not due to the presence of speed cushions specifically.</p> <p>It could also be argued that by reducing speeds these provide a safer environment around the school for children.</p>
3	<p>Resident of Gates Close</p> <p>Asks why the section of road running south of the junction of Matthews Drive with Pallingham Drive been omitted from this work? The speeds along this long straight stretch have long been and issue.</p>	<p>The aim of this project is to reduce the congestion reported to be caused by the presence of chicanes and does not extend to other sections of road in the area.</p>

Consultation Response Summary

<p>4</p>	<p>Resident of Holder Road</p> <p>They observe cars on a daily basis literally taking off over the speed humps on Billinton Drive and Maidenbower drive.</p> <p>They also overtake around people on Billinton drive.</p> <p>Believe humps don't slow people they just cause poor driving.</p> <p>The chicanes on Matthews Drive enforce slowing down without option and also don't damage your car.</p> <p>Believes ti would be better to have the chicanes on those roads instead of speed humps.</p>	<p>Speed cushions have been proven to be an effective measure to reduce vehicle speeds and traffic flows, as evidenced by other similar schemes implemented throughout the county</p> <p>A speed policy review was undertaken in 2000 which has recognised that speed cushions, road humps, chicanes or other road engineering measures, when negotiated at sensible speeds, do not cause damage to vehicles.</p> <p>In addition, the proposed speed cushions are only 65mm high to prevent vehicle grounding or damage to a vehicle underside.</p>
<p>5</p>	<p>Resident of Matthews Drive</p> <p>Objects to the need to have road humps in Matthews Drive; everyone hates them.</p> <p>Whilst the current measures are less than desirable. Humps are far worse.</p> <p>If they are of the type that covers the whole road surface and the speed limit is 30mph on that piece of road you should be able to drive at 30mph.</p> <p>Driving over speed bumps at 30mph is not advisable.</p> <p>Additionally speed bumps cause people to brake and accelerate, which causes extra pollution.</p>	<p>A speed policy review was undertaken in 2000 which has recognised that speed cushions, road humps, chicanes or other road engineering measures, when negotiated at sensible speeds, do not cause damage to vehicles.</p> <p>The proposal is to install 7 pairs of speed cushions which are spaced between approximately 55m and 75m apart. Advance warning signage is also proposed on either approach indicating the distance covered by the speed cushions. Therefore, drivers should drive sensibly and not speed up between cushions, thus removing the need for hard breaking/accelerating, reducing pollution and avoiding significant</p>

Consultation Response Summary

	<p>If they are the type that you have installed on Station Hill these are even worse as they wear out tyres on the inside. Plus they do no slow down traffic such as buses and white van man whose wheel base is wide enough to traverse them unaffected.</p> <p>The traffic should be allowed to flow freely and totally unhindered. They would recommend the removal of the current solution and leaving the road surface flat for motor vehicles to use unimpeded.</p> <p>The current measures have been there since Matthews Dr was created, so there is no way of knowing whether measures are even necessary.</p> <p>The money would be better spent repairing the roads not making them less friendly</p>	<p>additional wear and tear on their vehicles.</p> <p>Traffic calming measures are aimed to influence driver’s behaviour to some extent, but it is ultimately down to the driver to adhere to them and drive sensibly.</p> <p>The proposed speed cushions are not intended for larger vehicles such us buses, lorries or large commercial vehicles, as these types of vehicles are typically slow already. Instead, they are designed with a narrow width (1.65m) so that buses and large emergency vehicles can straddle them to avoid discomfort to passengers and delays.</p>
<p>6</p>	<p>Resident of Matthews Drive</p> <p>Doesn’t believe that it is at all necessary to add any more speed bumps on Matthews Drive given that there are speed bumps all the way from the roundabout down towards the station. This will not only add additional wear on tear onto our vehicles; it will also add to pollution and will inevitably result in impatient and frustrated drivers creating hazards by trying to avoid the bumps. The chicanes do need to be removed as they have lost sight of the number of near-misses experienced over the years. What might be more effective are visible speed signs and investment in a traffic camera</p>	<p>See response to Objection 5.</p>

Consultation Response Summary

7	<p>Resident of Matthews Drive</p> <p>Unnecessary wear and tear on my vehicle</p> <p>Delays emergency vehicles</p>	<p>See response to Objection 5.</p>
8	<p>Resident of Matthews Drive</p> <ol style="list-style-type: none"> 1. Unnecessary wear and tear on their vehicle (brakes, suspension, tyres) 2. Pollution 3. Cyclists have to cross these humps which can cause them inconvenience and increase the chances of them having an accident 4. Delays emergency vehicles 5. Discomfort for bus passengers 6. They increase noise levels where they are situated 7. They cause vibration as vehicles navigate them 	<p>Responses to objections 1,5 & 10 apply.</p> <p>Re increased noise and vibration – while it is accepted that the use of speed cushions may induce a certain level of vehicle body noise (e.g. body rattles, suspension noise etc), Matthews Drive is predominantly used by light vehicles which are unlikely to cause significant noise disturbance to residents when navigating the cushions at low speed.</p> <p>In addition, the proposed speed cushions are low (65mm in height) and narrow (1.65m) with shallow on and off ramps (1 in 8), which should keep increased noise and vibration to a minimum.</p> <p>On the other hand, the proposed traffic calming measures should lower the speed of vehicles which may result in vehicle noise emissions to be reduced.</p> <p>Large vehicles such as buses, lorries or large emergency vehicles shall be able to straddle or partially straddle the cushions, therefore not increasing noise and vibration disturbance significantly.</p>
9	<p>Resident of Beckford Way</p> <p>The existing speed cushions in Maidenbower cars can swing on to the opposite side of the road when trying to avoid and pass over the</p>	<p>Responses to objections 1,4 & 5 apply.</p>

Consultation Response Summary

	<p>speed cushions. They don't seem to slow vehicles down as drivers seem to find ways to avoid the cushions and maintain a fast speed. This can be disconcerting when driving.</p> <p>Proposes that full width road humps as opposed to speed cushions are installed . This acts as road calming and is kinder to the vehicles suspensions whilst avoiding cars moving to the opposite side of the road.</p>	
10	<p>Resident of Gregory Close</p> <p>To improve the street for cyclists, can the footway on the west side of Matthews Drive be made shared use? This would give cyclists (especially vulnerable ones) an off-carriageway space to use to cycle to/from Oriel High School, National Cycle Route 20 (Brighton) and Three Bridges Station further to the north. Shared use should extend as far to the south as possible but at least as far as Lucas Close.</p> <p>The recent improvement on Station Approach by Three Bridges Station, where speed cushions were introduced, also provided off-carriageway shared space. This solution works well.</p> <p>By simply introducing the 7 pairs of speed cushions, more conflict will occur between cyclists and vehicles travelling in the same direction, especially when on-coming vehicles are present. Although the proposed arrangement is better than the existing chicanes (where vehicles often do not give cyclists enough space), the addition of a shared use space would greatly enhance your scheme for all users.</p>	<p>Sufficient space is provided between cushions and kerb for cyclists to safely negotiate past the proposed speed cushions.</p> <p>As in any other circumstances, drivers should only attempt to overtake cyclists when it is safe to do so, i.e. where there is good visibility and adequate lateral clearance from cyclists can be achieved.</p> <p>Once the proposed traffic calming measures are implemented, there will be a reduction in vehicle speeds, which should benefit cyclists. It should also be noted that a road safety audit stage 1 has been carried out on these proposals and no potential issues or conflicts between cyclists and motorists associated with the installation of speed cushions were raised. Further road safety audits will be carried out following implementation to ensure the safety of all road users is considered as a part of these works.</p> <p>Consideration for a shared use, or off-road, cycle route would need to be part of a separate scheme.</p>

Consultation Response Summary

<p>11</p>	<p>Resident of Matthews Drive</p> <p>Does not believe this to be a road that suffers from excessive speeding. Most people who navigate this road either live on it, or off of it, or therefore have a bit more respect for the speed limits set. They have seen little evidence of excessive speeding in the five years they have lived here.</p> <p>The cost of implementing a speed hump system will likely be excessive and a waste of tax payers' money on a road that already has two chicanes to manage speed. Several 'table-top' style speed humps have already been implemented further along towards Three Bridges which calms that end of Maidenbower.</p> <p>The funds required for such a project would be better spent on supporting the already over-stretched emergency services, or the NHS, both of which add much more value to the tax-payers of Crawley. Alternatively, the funds could be used to further support the elderly or financially destitute in care/help-centres. The funds could be used to finance youth-based projects to keep the children off of the streets and prevent drug/gang related crime/murder (County Lines) as was experienced last year off of Matthews Drive.</p> <p>In addition to the above, speed bumps are noisy, damage vehicles due to unnecessary wear, increase pollution due to the need for cars to slow and then accelerate when navigating them.</p> <p>They are inconvenient to cyclists, and are often dangerous if the bricks become misaligned as is the case on one located between Matthews Drive and Three Bridges.</p>	<p>Responses to objections 5 & 10 apply.</p>
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Consultation Response Summary

12	<p>Resident of Matthews Drive</p> <p>Chicanes have been installed on Matthews Drive so the need for speed humps is not necessary, also further down on Billinton Drive 2 types of speed humps are installed which cause unnecessary slow traffic as drivers slow down to go over steep humps.</p> <p>If this is being repeated on Matthews Drive then what is the point in causing more slow traffic? The chicanes slow traffic down enough anyway.</p> <p>Speed humps cause slow traffic, additional wear to suspension/tyres and increased pollution from cars speeding up between two humps due to the unnecessary number of them.</p> <p>Why should Residents of Matthews Drive suffer additional wear on their cars?</p> <p>Install speed cameras in both directions will slow traffic down better?</p> <p>Complete waste of tax payers money and frustrating local residents.</p> <p>Council need to focus on clearing storm water sewers which are constantly blocked on Matthews Drive causing flooding on roads and risk to the public? This is easily forgotten.</p>	Response to objection 5 applies.

Consultation Response Summary

13	<p>Resident of Chapman Road</p> <p>The proposal is a great idea and long overdue. However, it will only solve part of the problem as the intended works do not extend far enough along Matthews Drive. The worst part for speeding is currently between Matthews Drive going south until the junction with Chapman Road. Not having any calming all the way along Matthews drive will therefore not achieve very much and the plans need to be reconsidered to include the entire road.</p>	<p>This area is out of the scope of the project but may be addressed at a later time.</p>
14	<p>Resident of Beckford Way</p> <p>The current chicanes have a safe route for cyclists when passing through, what safe routes will there be in the latest road calming proposals?</p> <p>Cyclists currently going through the chicanes using the road run the risk of vehicles trying to squeeze pass not observing the minimum 1 meter safe distance law when passing cyclists. Clearly the CBC wants to promote safe roads for cyclists.</p>	<p>Response to objection 10 applies.</p>

Crawley County Local Committee**DATE****Prioritisation of Traffic Regulation Order Requests Received between July 2018 and July 2019****Report by Director of Highways and Transport and Head of Highways Operations****Ref No:
C03(19/20)****Key Decision:
No****Part I****Electoral
Divisions:
All in CLC area****Executive Summary**

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

The TRO Requests received between July 2018 and July 2019 have been assessed and scored and the results are attached for the CLC to consider and prioritise in line with the Cabinet Member Report for Traffic Regulation Orders – Assessment and Implementation Process for progression in the 2019/20 works programme.

Recommendation

That the Committee reviews the proposals and agrees to progress up to the allocated resource as detailed in 2.4 below. To avoid any conflicts with the potential implementation of the Crawley Parking Management Plan (PMP) the Crawley CLC are recommended to select the TRO's that are considered to address safety concerns (highlighted yellow) rather than the highest scoring TROs from the list attached at Appendix A, subject to any adjustments made at the meeting.

Proposals**1. Background and Context**

1.1 Traffic Regulation Orders (TROs) are legal orders that support enforceable restrictions and movements on the public highway. For the purposes of this report the term TRO includes speed limits, parking controls, and moving offences such as width restrictions and Heavy Goods Vehicles (HGV) restrictions.

1.2 TROs are generated from four sources including:

- County Local Committees (requests from members of the public)

- 3rd party / developer schemes
- Highway improvement schemes through the Integrated Works Programme (IWP) – traffic calming, school safety, etc.)
- Parking schemes in partnership with District & Borough Councils.

This report deals with County Local Committee TROs only.

- 1.3 The framework for assessing TROs was approved by the Cabinet Member for Highways and Transport in March 2016. In summary, the framework assesses TROs against four criteria: Safety, Traffic Conditions, Environment & Economy and People which give the acronym STEP. A new assessment framework was considered necessary to align with the County Council’s corporate priorities and the increasing demand for TROs across the county. Full details of the criteria can be found in the Cabinet Member Decision report (see background reading for further details).
- 1.4 Following a review of County Local Committees (CLC) in 2016/17 the number of CLCs reduced from 14 to 11. Therefore the TROs have been reallocated as detailed in the table below. There has been no reduction in the number of TROs.

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

- 1.5 Appendix A lists the TROs identified as being viable for progression, and from which the CLC will prioritise up to the above allocation for progression.
2. **Proposal**
- 2.1 The Committee is asked to consider the list of TRO requests and, subject to any desired changes, to approve the applicable quota as a programme of work to be initiated over the coming year and delivered in the 2020/21 works programme.
- 2.2 The CLC is requested to progress the highest scoring TRO within the CLC area. Whilst there is scope to progress a lower scoring TRO as a preference, sound justification should be provided for doing so as this will be at the

expense of a request that is considered by application of the approved framework to be a higher priority.

- 2.3 Any TROs not selected as the highest priorities for CLCs may be considered on a priority basis for progression on a county-wide basis at the Cabinet Members discretion.
- 2.4 In accordance with the report detailed in the background papers, the list in Appendix A details all the CLC requests that have been received in the last year (July 2018 – July 2019) as well as those that were available to be selected, but were not, in the 2017-2018 round of TROs.
- 2.5 To get best value from officer and member resources the Cabinet Member has confirmed that TROs that score 9 or under offer little wider community value or have not demonstrated suitable community support, and will not progress to the CLC to be considered. A link to the report can be found in the background reading.
- 2.6 In subsequent years Traffic Officers will reject any requests that score 9 or below following application of the approved framework. Due to the timing of the Cabinet Member decision, for transparency all requests made that were not rejected in 2018-19, that have scored 9 or below have been detailed in Appendix A, however the CLC may not select these.
- 2.7 County Wide Summary of requests
- **Adur** – 2 new requests. 1 of these scored over 9. The CLC has a resource allocation of up to 2
 - **Worthing**– 5 new requests. 1 of these scored over 9. The CLC has a resource allocation of up to 3
 - **Joint East Arun**– 3 new requests. 1 of these scored over 9. The CLC has a resource allocation of up to 2
 - **Joint West Arun**– 2 new requests. 1 of these scored over 9. The CLC has a resource allocation of up to 2
 - **North Chichester**– 2 requests made, both scored over 9. The CLC has a resource allocation of 1
 - **South Chichester**– 2 new requests. 1 of these scored over 9. The CLC has a resource allocation of up to 2.
 - **Crawley**– 14 new requests. 9 of these scored over 9. 1 request (437397) carries over from the previous year. The CLC has a resource allocation of up to 3
 - **Chanctonbury**– 5 new requests. 2 of these scored over 9. 1 request (438363) carries over from the previous year. The CLC has a resource allocation of up to 1
 - **North Horsham**– 12 new requests. 7 of these scored over 9. The CLC has a resource allocation of up to 3
 - **North Mid Sussex**– 0 requests made and can select up to 2
 - **Central and South Mid Sussex**– 0 requests made and can select up to 2

3. Resources

- 3.1 The proposals contribute to the County Council's objectives for transport and meet the community needs and the ongoing demand for TROs within the resources available
- 3.2 Section 1.4 of this report confirms the CLCs can choose up to a maximum of 23 TROs. The maximum allowable cost of a TRO requested through this community process is £3,000. Hence the proposals by the CLCs could potentially cost £69,000. However, many of the requests such as Double Yellow Line Parking Restrictions have a low implementation value, so it is currently anticipated that the CLC requests will be managed within the £50,000 budgeted within the Highways Capital Budget for TRO's which is part of the Integrated Forward Works and Annual Delivery Programme budget approved in April 2019 decision ref HI03 (19/20)
- 3.3 Administrative work associated with the TRO's will be carried out internally by the TRO Team.
- 3.4 Due to the ongoing challenges to the Revenue budget it should be noted that Highway Operations currently only maintains / refreshes safety related road markings.

Factors taken into account

4. Consultation

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

5. Risk Management Implications

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

6. Other Options Considered

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

7. Equality Duty

- 7.1 This report is seeking the consideration of schemes for prioritisation and does not have direct implications under the Equality Act, though it should be noted that it is unlawful to prioritise a scheme which discriminates

against people with protected characteristics. The schemes chosen by the CLC for progression will be individually assessed under the Equality Act as they are developed further.

8. Social Value

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

9. Crime and Disorder Act Implications

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

10. Human Rights Act Implications

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

Matt Davey
Director of Highways & Transport

Michele Hulme
Head of Highway Operations

Contact: Area Highway Manager

Appendices

Appendix A – CLC TRO Priority List

Background Papers

Cabinet Member Report – TRO Assessment

http://www2.westsussex.gov.uk/ds/edd/ht/ht14_15-16.pdf

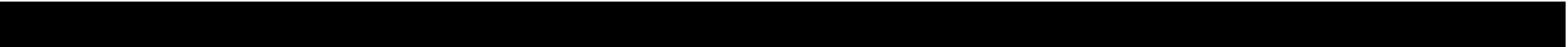
Cabinet Member Report – TRO Prioritisation

<https://westsussex.moderngov.co.uk/ieDecisionDetails.aspx?ID=717>

CRAWLEY

Confirm Enquiry Number	Division	Parish	Dominant Road Name	Local Member	TRO Type Parking / Speed Limit / Moving	Summary	Approx Cost (implementation only)	Score
M3007997	Langley Green & Ifield East	Crawley	Dobson Road	Brenda Smith	Parking Issue	DYL protection. Busy residential area with lots of parking issues near Manor Royal. – This is a safety issue therefore recommend that this is progressed as CLC Priority	£1,000	20
M3003043	Langley Green & Ifield East	Crawley	131 Martyrs Avenue	Brenda Smith	Parking Issue	Request to formalise a disabled bay due to obstructive parking near Manor Royal.- due to the layout of this area other measures will be needed, therefore recommend that this not progressed as a CLC Priority but progressed as part of the Crawley PMP	£300	19
M3000397	Langley Green & Ifield East	Crawley	Langley Drive	Brenda Smith	Parking Issue	DYL protection. Busy residential area with lots of parking issues near Manor Royal. As this is a safety issue it is recommend that this is progressed as CLC Priority	£500	17
M3000639	Langley Green & Ifield East	Crawley	16 Leveret Lane	Brenda Smith	Parking Issue	Request to formalise 2 disabled bays due to obstructive parking. This could be included in the Langley Drive TRO (above)	£300	14
M3006453	Langley Green &	Crawley	Martyrs Avenue	Brenda Smith	Parking Issue	DYL protection. Busy residential area with lots of parking issues	£500	14

	Ifield East					near Manor Royal.- A Small scale TRO at this location would just move the issue, Recommend that this is not progressed as a CLC Priority but progressed as part of the Crawley PMP		
M111026	Pound Hill	Crawley	Peeks Brook Lane	Richard Burrett	Speed Limit	Reduction in speed limit to 40mph This has now been included in 2019 programme	£1,500	13
M433697	Northgate & West Green	Crawley	Tushmore Avenue	Karen Sudan	Parking Issue	DYL & SYL protection. Busy residential area with lots of parking issues near Manor Royal.- This area is included in the Manor Royal PMP, recommend that is not progressed as a CLC priority- will be progressed as of part of Manor Royal PMP	£1,500	13
M3004929	Broadfield	Crawley	Sandringham Road	Brian Quinn	Parking Issue	DYL protection. Busy residential area near school with lots of parking issues. – Safety issue regarding school parking, not part of the Crawley PMP area so recommend that this is progressed as a CLC Priority	£500	12
M3002201	Bewbush & Ifield West	Crawley	Tangmere Road	Chris Oxlade	Parking Issue	SYL protection. Busy residential area near school & station with lots of parking issues.- Recommend that this is progressed as part of the Crawley PMP	£1,500	10



Crawley County Local Committee**Ref: (C04(19/20))****Community Initiative Funding****Key Decision:
No****21 November 2019****Part I****Report by Director of Law and Assurance****Electoral Divisions:
All in Crawley CLC
area****Recommendation**

That the Committee considers the pitches and/or 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 is provisionally reduced to £140,000, subject to the outcome of the Governance Committee review of CLCs on 25 November 2019.
- 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, Crawley CLC had a total of £18,000.00 available for allocation, of this £6,709.00 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 two crowdfunding pitches and five Micro Fund applications for consideration by the Committee with a total project value of £67,373.

Factors taken into account

4. Consultation

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

5. Risk Management Implications

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

6. Other Options Considered

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

7. Equality Duty

- 7.1 Democratic Services Officers consider the outcome intentions for each pitch. It is considered that for the following pitches, the intended outcomes would:

- advance equality of opportunity between people who share a protected characteristic and people who do not share it; and
- foster good relations between people who share a protected characteristic and people who do not share it.

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: Jack Caine, Democratic Services Officer – 033 022 28941

Background Papers: crowdfunding pitches are available to view at:

www.westsussexcrowd.org.uk

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

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

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West Sussex Crowd

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

Actively Fundraising –

- **420/C – Nicky’s WorkShop, ‘Where warriors are made’, £49,751.00 – towards purchasing a van and mobile equipment to deliver gymnastics workshops to school pupils across Crawley.**
<https://www.spacehive.com/where-warriors-are-made>
- **426/C – Crawley Youth Centre, ‘Outdoor basketball court’, £14,705.00 – towards refurbishing the youth centre’s basketball court for use by local clubs and wider community.**
<https://www.spacehive.com/outdoor-basketball-court>

There are currently no pitches in preparation stage.

Micro Fund

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

- **427/C – Rivers LPC, ‘Rivers’ women’s sewing project’, £746.10 – towards purchasing sewing machinery and equipment in order to teach new skills through training workshops.**
- **428/C – Talk Broadfield, ‘Love where you live, love Broadfield’, £730.00 – towards the production of posters and leaflets to support a national campaign at local level – ‘Keep Britain clean’.**
- **438/C – Crawley Run Crew, ‘Run Safe’, £738.25 – towards the cost of emergency ID trainer tags for members and a print-run for 500 promotional flyers.**
- **439/C – Gurjar Hindu Union (GHU), ‘Bollywood in the community’, £748.75 – towards purchasing 25 children’s Bollywood dance costumes plus publicity, transport and refreshments costs for performances in the community.**
- **440/C – Malaika and MOSS Group (Multicultural Organic Shambas Society, ‘Acquiring audio/visual facility’, £603.00 – towards purchasing a projector for group meetings plus gardening materials for communal allotment activities.**

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

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

Applicant	Summary	Member	Awarded	Evaluation
CROWDFUNDING PITCHES				
355/C – Special Support Centre Parents & Friends Association	Towards the cost of a replacement water feature, bubble machine and resin gravel	Duncan Crow	£1,356.00	No feedback received – refer to Member
362/C – Arctic Handball Club	Towards purchasing tracksuits and portable goals	Chris Oxlade	£1,582.00	No feedback received – refer to Member
372/C – Langley Green Primary School PTA	Towards purchasing and installing an outdoor gym and wooden shelter	Brenda Smith	Project in Preparation Stage £3,320.00 – pledge awarded 27/06/19	N/A
373/C – Rivers LPC	Towards purchasing sewing and IT equipment for the launch of a women's resource centre	Chris Oxlade	Project in Fundraising Stage £1,889.00 – pledge awarded Crowdfunding deadline: 14/12/19	N/A
382/C – Emerald Sports & Social Club	Towards the preparation and installation of new floodlighting at a multi-purpose sports training facility	Karen Sudan	£3,135.00	N/A

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

Applicant	Summary	Member	Awarded	Evaluation
213/C – Caroline Haslett Memorial Project	Towards the cost of purchasing pull-up banners and printing consultation leaflets	Sue Mullins	£400.00	Feedback received (view via Google Chrome web browser)
215/C – Crawley D of E new minibus appeal	Towards purchasing a part-used minibus	Michael Jones	£3,000.00	No feedback received – Member to follow-up
216/C – Multicultural Crawley	Towards the cost of advertising and purchasing arts & crafts equipment	Sue Mullins	£700.00	The event has been postponed until March 2019. The pledge will be funded once a new date has been confirmed.
230/C – Wheelchair Swing & HAT for MPCC	Towards the cost of installing a wheelchair accessible swing	Bob Lanzer	£4,000.00	No feedback received
260/C – Outdoor gym in Boradfield	Towards installing gym equipment around the grounds of community centre	Brian Quinn	£3,000.00	No feedback received
261/C – The Mill Indoor Art Garden	Towards purchasing materials to create the indoor art area for visiting schools and parents	Brenda Smith	£400.00	No feedback received
295/C - Keep us hiking	Towards purchasing new hiking	Michael Jones	£4,876.00	No feedback received

	equipment			
303/C – Discover Crawley together	Towards event publicity, venue hire and deveopment of family learning activities	Chris Oxlade	£4,066.00	No feedback received
306/C – Broadfield Arts Festival	Towards designing and producing advertising material and hire marquee/ stretch tent	Brian Quinn	£4,594.00	No feedback received
329/C – Pound Hill South Community SpeedWatch	Towards purchasing a speed gun, tuning fork and reflective tops	Bob Lanzer	£514.51	No feedback received
335/C – Community Choral Events	Towards the hire cost of venue, choir stalls, lighting and sound	Chris Oxlade	£1,898.00	No feedback received

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

- 214/C – Move the Goalposts, £400 – Towards the sport programme’s marketing, advertising and equipment costs.

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www.facebook.com/crawleytalkwithus/

Crawley County Local Committee

Community Initiative Fund application



CLC Reference: 420/C

Local Councillor: Bob Lanzer

Status: Fundraising Stage

Overfunding enabled (refer to 'what we'll deliver' section)

Project cost: £49,840.00

Crowdfunding target: £49,751.00

Project Title: Where warriors are made

About:

Our Warrior gymnasts have outgrown their current training site & need to expand. We need a van & mobile equipment to deliver our positive workshops to even more kids of Crawley & West Sussex.

Nicky's WorkShop is a TeamGym gymnastics club that helps over 200 kids/week keep active & reach their Physical, Mental & Gymnastic potential. We would like to go mobile and transport our coaches and equipment to schools/ colleges/clubs across Crawley & West Sussex to every day kids and motivate them to interact within a team. It would give the local kids an opportunity to train on specialised apparatus in ANY environment. Teamgym has no age limit. It concentrates on empowering the gymnast to solve their own problems within a team culture. They will discover how to play to their strengths and accept their weaknesses as an individual and as a team. They will learn to tackle initial impossibilities with step by step breakdowns and a possible pathway to achieve their goal. The world is a much faster place now and kids expect instant results. We aim to teach patience and coping mechanisms when faced with challenges and to trust in our NW Motto - Dream Believe Achieve

Project Delivery Manager: Nicky's WorkShop

What we'll deliver:

- To promote TeamGym gymnastics to hundreds of every day kids in Crawley, West Sussex & surrounding areas
- To inspire kids to keep active and form team bonds in the real world - as opposed to social media and gaming relationships
- To engage with schools/ colleges/ clubs and spread the motto – Dream, Believe, Achieve
- To deliver Elite coaching, a European judges eye and 30 years experience to everyday kids

What the extra funds raised will be spend on:

- Partly towards a deposit on a full-time training ground
- Employ a Special Needs and Behaviour Solutions coach in support of delivering new disability-friendly workshops

Why it's a great idea:

This project is the only thing we can do right now to bring our positive workshops to more children & adults of Crawley and West Sussex. We have tried everywhere to find a permanent training facility for our warrior gymnasts but as yet our local council can not help us. We have a big following who can see our vision including Henry Smith MP. In the interim a new school year has just started and we'd really like to catch the Spring/Summer Term starting 2020. With the help of you we can spread our motto of Dream Believe Achieve With over 30 years coaching experience and an International Judge, Nicky Webster and her passionate, highly motivational warrior team will deliver elite coaching to hundreds of children, giving EVERY kid - a chance no matter what background, class, or ability. You never know if you like something until you try it... so let's give these kids a chance please. Something new to look forward to and experience in a warm surrounding.

Steps to get it done:

- Buy van
- Buy equipment
- Use school contacts etc to start workshops 2020
- Deliver physical activity in a fun, motivational NW way.
- Use equipment to promote existing gymnasts
- Start driving

We are a family run club & have a large community following. The Club founders Nicky & Carlton Webster have an amazing team behind them & are fully supported by their community. Nicky has 30 years coaching experience in Crawley & surrounding areas and is 1 of only 7 international teamgym judges in Great Britain. She judged the European Championships in 2014 and 2018. She is at the top end of our discipline & wants to take this knowledge back to her roots at the early stage of development. Carlton is a highly motivational, passionate gymnastics coach who's background comes from Kyokushinki Karate. He is a Great British 3X medallist & has had experience in theatre, music, tv, & a colourful DJ career. His old skool ethos is highly motivational & definitely something kids need in their lives at the moment. Our coaches have been flown to Scotland twice now to

run their annual development summer camp and spread our ethos and motto - so once we are mobile we could drive anywhere.

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 www.facebook.com/crawleytalkwithus/

Crawley County Local Committee Community Initiative Fund application



CLC Reference: 426/C
Local Councillor: Karen Sudan
Status: Fundraising Stage
Project cost: £14,705.00
Crowdfunding target: £14,674.00
Project Title: Outdoor basketball court

About:

To refurbish the Crawley Youth Centre outdoor basketball court and make it fit for purpose for local basketball players to use, enjoy in a safe and controlled environment.

Crawley Youth Centre has an outdoor court that is in need of major refurbishment for it to be able to be utilised by the local community and basketball clubs. The court needs a new surface playing area, new backboards and rings along with current court markings. It is in a really great location and is able to be locked at night to keep it from being vandalised. We would also like to put in a seating area for spectators as in the summer holidays we are able to run competitions and offer the players somewhere to go where it is safe and secure.

Project Delivery Manager: Crawley Youth Centre

What we'll deliver:

- New outdoor basketball court
- Great facility for tournaments and competitions for all ages
- A community hub for players to meet and feel safe and secure

Why it's a great idea:

Crawley Youth Centre is tucked away in a great location near the centre of town but safe and secure for the players to come along and play. It is accessed via a small no through road thus enhancing the security. The court is surrounded by fencing. Children from the local community can come along and use the facility at little or no cost. The Centre is in an area of Crawley where there is little or no facilities for the children to go where they will be off the street, safe and secure. There is a great basketball community in Crawley who would also benefit from the refurbishment of this court alongside attracting new players to the sport. Basketball is the Number 2 played team sport in the UK and there is a great feel and energy to the games when they are outdoors. The Court is floodlit so at night the facility can be used up to 10pm.

Steps to get it done:

- To increase participation of players (girls and boys) in the community by offering another facility for them to access

Basketball England is encouraging all outdoor facility to apply for funding to help get children off the streets and into a controlled fun structure. They are a great source of advice and have said that the Youth Centre's court is in an ideal location. There is plenty of parking as well as a great location near to the town for players to get to which would create a great, safe hub for the players to play games, competitions and meet up with their friends.

Crawley County Local Committee**21/11/2019****Nominations for Local Authority Governors to Maintained Schools and Academy Governing Bodies****Report by Director of Education and Skills**

Ref: (CO5(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 the 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 Director since it is usually advantageous to bring in experienced governors from other areas
 - iv) 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 Director since it is usually advantageous to bring in experienced governors from other areas
 - v) if a county councillor is appointed as a local authority governor, and either does not stand for re-election or does not retain the seat during

the quadrennial County Council elections, his/her term of office will automatically end on 31 August next following the elections. A county councillor, who resigns his /her seat on the Council, will within 4 months of his/her resignation cease to be a local authority governor. In either case, he/she is, of course, eligible for re-appointment if nominated by a county councillor.

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

3. **Reappointments**

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

4. **Current Vacancies**

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

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

5. **Proposal**

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

6. **Resources**

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

Factors taken into account

7. **Consultation**

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

8. **Risk Management Implications**

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

9. **Other Options Considered**

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

10. **Equality Duty.**

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

11. **Social Value**

None

12. **Crime and Disorder Act Implications**

None

13. **Human Rights Implications**

None

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

Appendix B: Current Vacancy List

Background Papers: None.

Appendix A

Local Authority Governors - Nominations Under the 2012 Regulations

Maintained Schools

Nominations for Appointment:

Dawn Martin to the Waterfield Primary School

School	Division	Division Member	Vacant From	Current Status	Chairman	Head
Southgate Primary School	Southgate & Gossops Green	Michael G Jones	Jul-17	Outstanding	Unknown	Tom O'Donoghue
Brook Infant	Maidenbower & Worth	Bob Lanzer	Apr-17	Outstanding	Karen Flowers	Fiona Dowley
St Francis Of Assisi Catholic Primary Crawley	Southgate & Gossops Green	Michael G Jones	Nov-15	Outstanding	Mrs J Scott	Tim Hallett
Northgate Primary	Gossops Green & Ifield East	Susan Mullins	Mar-15	Outstanding	David Fry	Georgina Beven
Pound Hill Junior School	Three Bridges	Charles Petts	Jul-16	Outstanding	Stephen Uwins	Anthony White
Ifield Community College	Langley Green & Ifield East	Brenda Smith	Apr-19	Outstanding	Angela Daniels	Robert Corbett
Three Bridges Primary School	Three Bridges	Charles Petts	Apr-18	Outstanding	Doug Chapman/Emma Sharp	Trudy Emberson