

Public Document Pack

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4 June 2018

A meeting of the South Chichester County Local Committee will be held at 7.00 pm on Tuesday, 12 June 2018 at Committee Room 3, County Hall, Chichester, PO19 1RQ

Tony Kershaw
Director of Law and Assurance

Your local County Councillors



Jamie Fitzjohn
Chichester South

Louise Goldsmith
Chichester West

Jeremy Hunt
Chichester North

Pieter Montyn
The Witterings

Simon Oakley
Chichester East

Viral Parikh
Bourne

Carol Purnell
Selsey

Invite you to come along to the South Chichester County Local Committee

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

Agenda

6.00pm to 6.45 pm

You are invited to attend an event, prior to the Meeting, to speak to CSM Active on the Velo South cycling event which is taking place on 23 September.

The Velo South item on the CLC agenda will be a presentation and a chance for the Committee Members to discuss the event.

7.00 pm 1. **Welcome and Introductions**

Members of South Chichester County Local Committee are
Jamie Fitzjohn, Louise Goldsmith, Jeremy Hunt, Pieter Montyn,

Simon Oakley, Viral Parikh and Carol Purnell.

- 7.00 pm 2. **Election of Chairman and Vice Chairman**
- The Committee is asked to elect a Chairman and Vice Chairman for the South Chichester County Local Committee for the 2018/19 municipal year.
- 7.05 pm 3. **Declarations of Interest**
- Members and officers must declare any pecuniary or personal interest in any business on the agenda. They should also make declarations at any stage such an interest becomes apparent during the meeting. Consideration should be given to leaving the meeting if the nature of the interest warrants it. If in doubt contact Democratic Services before the meeting.
- It is recorded in the register of interests that:
- Mr Fitzjonn is a Substitute Member of the Chichester Harbour Conservancy
 - Ms Goldsmith is a Board Member of the Chichester Harbour Conservancy
 - Mr Hunt is a member of the Chichester Harbour Conservancy, Goodwood Aerodrome Consultative Committee and the Goodwood Motor Circuit Consultative Committee
 - Mr Montyn is a member of the Chichester Harbour Conservancy
 - Mr Oakley is a member of Chichester District Council and Tangmere Parish Council
 - Mrs Purnell is a member of Selsey Town Council and Chichester District Council.
- These interests only need to be declared at the meeting if there is an agenda item to which they relate.
- 7.05 pm 4. **Minutes** (Pages 5 - 10)
- To confirm the minutes of the meeting of the Committee held on 20 February 2018 (cream paper).
- 7.10 pm 5. **Urgent Matters**
- Items not on the agenda that the Chairman of the meeting is of the opinion should be considered as a matter of urgency because of special circumstances.
- 7.15 pm 6. **Progress Statement** (Pages 11 - 16)
- The document contains brief updates on statements of progress made on issues raised at previous meetings. The Committee is asked to note the report.
- 7.20 pm 7. **Velo South** (Pages 17 - 18)

Attendance from CSM Active to talk about the Velo South event which is happening on 23 September 2018.

A map of the route is included.

7.40 pm 8. **Coastal Care: 'Inspiring Healthier Communities Together' - Local Community Networks** (Pages 19 - 22)

The Committee will receive a presentation from representatives leading the new Coastal Care programme and the County Council's Communities Team on the development of Local Community Networks (LCNs) in the South Chichester CLC area. LCNs are bringing together a network of health, council, voluntary sector providers and patients, who are working together to create more effective joined-up services and community support to improve the health and wellbeing for their whole local population. Briefing note included.

8.00 pm 9. **Community Led Traffic Regulation Orders**

The following reports are for Traffic Regulation Orders that have been requested by the public. Following a consultation on the proposals, the reports have come back to the Committee to make a decision on implementation.

8.00 pm (a) **Lumley Road, Pagham Close and Sadlers Walk, Southbourne (SC01(18/19))** (Pages 23 - 42)

Report by Director of Highways & Transport.

Following an application and petition from local residents about obstructive parking in the area, the Committee is asked to consider the proposed Traffic Regulation Order to introduce parking restrictions in Lumley Road, Pagham Close and Sadlers Walk.

8.15 pm (b) **North Street, East Street and Crane Street (Chichester City Pedestrian Precinct) (SC02(18/19))** (Pages 43 - 60)

Report by Director of Highways & Transport.

Following an application by Chichester City Council, the Committee is asked to consider the proposed Traffic Regulation Order to introduce a variation to the existing Prohibition of Cycling between the hours of 09:30 to 17:30, Monday to Saturday, to encompass Sundays over the same time period.

8.30 pm 10. **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.

8.45 pm 11. **Community Initiative Funding (SC03(18/19))** (Pages 61 - 68)

Report by the Director of Law and Assurance.

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

8.55 pm 12. **Nominations for Local Authority Governors to Maintained Schools and Academy Governing Bodies (SC04(18/19))** (Pages 69 - 76)

Report by Director of Education and Skills.

The Committee are asked to consider the reappointments for Authority School Governors as set out in the report.

8.58 pm 13. **Items for Future Meetings**

- County Hall, Chichester, Parking
- Chichester City Road Space Audit
- Growth Deal and Southern Gateway Update
- Traffic Regulation Orders

9.00 pm 14. **Date of Next Meeting**

The next meeting of the Committee will take place at 7.00 pm on Tuesday 30 October 2018 in Committee Room 3, County Hall, West Street, Chichester, PO19 1RQ.

Members wishing to place an item on the agenda should notify Adam Chisnall via email: adam.chisnall@westsussex.gov.uk or phone on 0330 222 8314.

To: All members of the South Chichester County Local Committee

Filming and use of social media

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

South Chichester County Local Committee

20 February 2018 – At a meeting of the Committee held at 7.00pm in Committee Room 3, County Hall Chichester.

Present: Jamie Fitzjohn (Member for Chichester South), Louise Goldsmith (Member for Chichester West), Jeremy Hunt (Member for Chichester North), Pieter Montyn (Member for The Witterings), Simon Oakley (Member for Chichester East and Chairman) and Carol Purnell (Member for Selsey and Vice Chairman).

Apologies were received from Viral Parikh (Member for Bourne)

In attendance: Adam Chisnall (Democratic Services Officer), Peter Lawrence (Principal Community Officer), Chris Dye (Area Highways Manager), Miles Davy (Lead Professional – Parking Strategy Team) and Mike O’Horan (Corporate Accommodation Lead).

Welcome and Introductions

71. The Chairman welcomed everyone to the meeting (40 residents and 1 member of the press). Members and Officers introduced themselves.

Declaration of Interests

72. None declared.

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

Minutes

74. Resolved – that the minutes of the meeting held on 31 October 2017 be approved as a correct record and signed by the Chairman.

Progress Statement

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

76. The Chairman introduced the report which gave updates on issues raised at the 31 October meeting.

77. The Committee highlighted that the Westhampnett cycle scheme update contained an error, and should say that feasibility was completed in August 2017.

78. Jeremy Hunt outlined the update on the Westhampnett Gypsy and Traveller Transit site and thanked the volunteers involved in the site.

79. Resolved – That the Committee notes the progress statement.

Road Space Audit

80. The Committee considered a paper by the Lead Professional – Parking Strategy Team (copy appended to the signed minutes).

81. Mr Davy introduced the report and explained that the consultation on the Road Space Audit had run from 15 August to the 31 October. Over 200 responses had been received in multiple formats, with over 90% being from Chichester residents.

82. Key themes had been covered in the responses, such as the long, technical documents for the audit; the reliability of surveys undertaken; commuter parking in residential areas; public transport options; air and noise pollution; and the lack of electronic vehicle details.

83. Officers wanted to address the issues raised in the audit by creating a city parking management plan. It was important to ensure that the plan did not displace vehicles to other areas and so the first phase would be rolled out to all areas at once. The recommendation to the Committee was for officers to progress with a design that would come back to the Committee and to the Cabinet Member for Highways and Infrastructure for comment.

84. The Committee made comments including those that follow.

- Proposed that the calculation used to consider new developments needed adjusting. – *Mr Davy resolved to look into this.*
- Raised concerns for the need for health and social care visitors to be able to visit their clients.
- Queried if the plan would include Stockbridge. – *Mr Davy confirmed that the plans would consider areas south of the A27 and so Stockbridge would be included.*

85. The Chairman allowed the public to ask any questions they had:

- Queried the target date for the plan. – *Mr Davy explained that there was no set target date for the plan. The design work was expected to take six months and plans generally took an average of one year to get a design in place and consulted on.*
- Commented on the new timetable for trains in May and the Chichester District Council's southern gateway proposals to look at the southern car park and residential parking. – *Mr Davy commented that it would be good to work with Chichester District Council for on and off street parking options. There could be merit in a single parking strategy.*

86. Resolved – That the South Chichester County Local Committee supports officers proceeding with design work on a city wide (including Stockbridge) on street parking management plan on a phased approach.

Florence Road car park – parking controls

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

88. Mr Dye introduced the report relating to the car park adjacent to Florence Park.

89. Resolved – That the South Chichester County Local Committee instruct the Director of Law and Assurance to give formal consent to Chichester District Council, allowing them to proceed with consultation to introduce controls on the use of the Florence Road car park.

Parking Charges for evening and weekend Public Parking at County Hall, West Street, The Record Office, Orchard Street and The Tannery, Westgate, Chichester

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

91. Mr O’Horan introduced the paper and outlined the proposals for new parking proposals for the three car parks detailed in the report. The proposals would introduce additional parking charge arrangements for the public and amend the current arrangements for staff parking from monthly payments to a daily pay and display arrangement. Priority parking would still be in place for certain members of staff.

92. The Committee made comments including those that follow.

- Welcomed the principle of the new arrangements, but felt that more work was required on the proposals to align them with other car parks in Chichester and more commonality with Chichester District Council parking arrangements.
- Queried the use of the Tannery as a permanent car park.
- Noted that a balance was required between good use of assets and encouraging visitors to the city.
- Queried why a phone payment system was being considered that was different to the current Chichester car parks. – *Mr O’Horan explained that the proposed system had been chosen to ensure commonality with the arrangements for Horsham. The proposal could be amended.*
- Commented on the lateness of the paper and the lack of member consultation.

93. The Committee felt that the decision on the report should be deferred so that further consultation could take place with key stakeholders; such as Chichester District Council and Chichester Business Improvement District. The Committee also proposed an informal meeting of the Committee to consider the amended proposals before they came back to a formal Committee meeting.

94. Resolved – That the South Chichester County Local Committee agrees to defer the decision to authorise the Director of Law and Assurance to advertise a Traffic Regulation Order (TRO) to enable the parking charges to be introduced. The Committee requests that further consultation work with key stakeholders is undertaken and that an informal meeting of the Committee be arranged to consider the amended proposals before they come back to a formal Committee meeting for consideration.

Talk With Us (Open Forum)

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

- A resident queried the progress of the Sidlesham Ferry to Medmerry cycle way as it had been deferred in the 2017/18 Capital Programme. – *Chris Dye explained that the project was subject to land owner agreement. Chris Dye agreed to look into who the land owners were.*
- A resident had a query relating to Centurion Way and the diversion of the existing route. – *Chris Dye explained that this was a planning matter and that the County Council would be consulted. Louise Goldsmith explained there was concern on the impact of the Whitehouse Farm development impact and that officers were in current negotiations on this.*
- A resident from King George Gardens reported that he had met Chris Dye and had submitted a TRO to consider a safety audit on parking. The resident queried if the road space audit would consider this. – *Chris Dye confirmed that the TRO had been received and scored, it would be considered by the Committee in October. Miles Davy said that the audit would have scope to consider this as it was aiming to not shift parking issues to other areas. The Audit would consider the impact of TROs.*
- A resident queried the need for a public consultation to move the Hornet traffic signals back to their original position. – *Jamie Fitzjohn explained this was a legal requirement as there had been a consultation for the previous location change. The consultation would be imminent and it was hoped that the works would not join the back of the works queue.*
- A resident raised concerns on the condition of the blue 'No Access to County Hall' sign. – *Jeremy Hunt explained that the recent budget had included provision for road signage and lining works. The comments on this sign would be noted for consideration. Jeremy Hunt also commented that the greenery on this exit had been reported as it needed trimming. Simon Oakley urged attendees to report issues via Love West Sussex.*
- A resident queried if a phone payment system would be considered for the previously discussed Chichester car parks. Another resident raised concerns against a complete non cash option. – *Members commented that these points would be considered in the amended report. Miles Davy explained that phone technology across the County would be considered as part of the audit.*
- A resident queried if there were schemes to encourage walking, cycling and public transport options. – *Pieter Montyn confirmed that this was encouraged with schemes such as car sharing. Louise Goldsmith confirmed there were travel to work plans in place. The Road Space Audit would also consider this.*
- The resident also queried if parking costs could go towards reducing public transport costs. – *Miles Davy explained that elements like this would be part of the audit work. It was important to ensure that an effective parking management regime was in place before these elements were considered. Jamie Fitzjohn reported that there was a Task and Finish Group currently looking at bus strategy.*

Community Initiative Funding

96. The Committee considered a report by the Director of Law and Assurance (copy appended to the signed minutes).

97. Resolved – That the South Chichester County Local Committee considers the Community Initiative Funding applications as set out in Appendix A and allocates the funding as follows:

That the following grants are awarded:

- 122/SC Festival of Chichester, £1,800.00 towards Festival of Chichester 2018 Programs
- 135/SC Sussex Clubs for Young People, £830.00 towards setting up the Duke of Cornwall Award
- 143/SC Chichester Forest Schools, £2,500.00 towards the Nurturing Children project
- 144/SC Chichester Community Development Trust, £2,500.00, towards the community garden
- 170/SC - Lavant Parish Recreational Trust, £2,100.00 towards replacement toddler area fencing
- 180/SC - Dementia Support, £2,500.00 towards Dementia Support Hub
- 182/SC - Boxgrove Village Hall, up to £2,454.74 towards a community defibrillator

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

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

99. Resolved – that the Committee approves the following nominations under the 2012 Regulations:

Nominations for reappointments:

- Mr Andrew Davey to the Bosham Primary School for a four year term
- Ms Linda Reeves to the Southbourne Infant School for a four year term

Nominations for Appointment:

- Mr John Coutts to the West Dean C.E. Primary School for a four year term
- Mrs Katharine Watson to the Birdham C.E. Primary School for a four year term

Items for Future Meetings

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

101. The Committee noted the briefing note for Local Community Networks (copy appended to the signed minutes).

Date of Next Meeting

102. The Committee noted that its next scheduled meeting would take place on 12 June 2018 in Committee Room 3 at County Hall, Chichester.

103. Louise Goldsmith informed the public of Your Energy Sussex being a non-profit option for gas and electricity supply.

104. The meeting closed at 8.51pm

Chairman

South Chichester County Local Committee

12 June 2018

Progress Statement

Date & Minute No.	Subject / Agenda	Action / Progress	Contact:
20 February Minute 78	Minutes	Members discussed the Westhampnett Gypsy and Traveller Transit site	Esther Quarm
June Update	<p style="text-align: center;">The installation of the bollards is now complete.</p> <p style="text-align: center;">West Sussex Volunteers worked hard to complete the project during difficult weather conditions.</p> <p style="text-align: center;">Since the completion there have been no encampments on the site side of the verge.</p> <p style="text-align: center;">The site will continue to be monitored carefully.</p>		
20 February Minute 95 Bullet 1	Talk With Us	A resident queried the progress of the Sidlesham Ferry to Medmerry cycle way. Chris Dye explained that the project was subject to land owner agreement. Chris Dye agreed to look into who the land owners were.	Chris Dye
June Update	Current update included within appendix A.		
June Update		Community Highway Schemes and Traffic Regulation Orders (TROs)	Chris Dye
	Attached at appendix A are Community Highway Scheme applications received in the current year, the Community TRO applications received and carried over from the previous year, and highway scheme progress updates.		

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New Community Highway Schemes submitted 2017/ 2018 to be assessed and considered for possible selection for design

Confirm Enquiry Number	Applicant	Division	Parish	Local Member	Scheme Name	Description	Comments	Date recieved dd/mm/yy	Approx Cost	CLC
436305	Community Group	Chichester North	Boxgrove	Jeremy Hunt	The Street - Highway Improvements	Sustainable transport and traffic calming improvements	Detailed report contained on Confirm enquiry and hard copies to be issued at moderation	03/04/2018	£100,000	Chichester South

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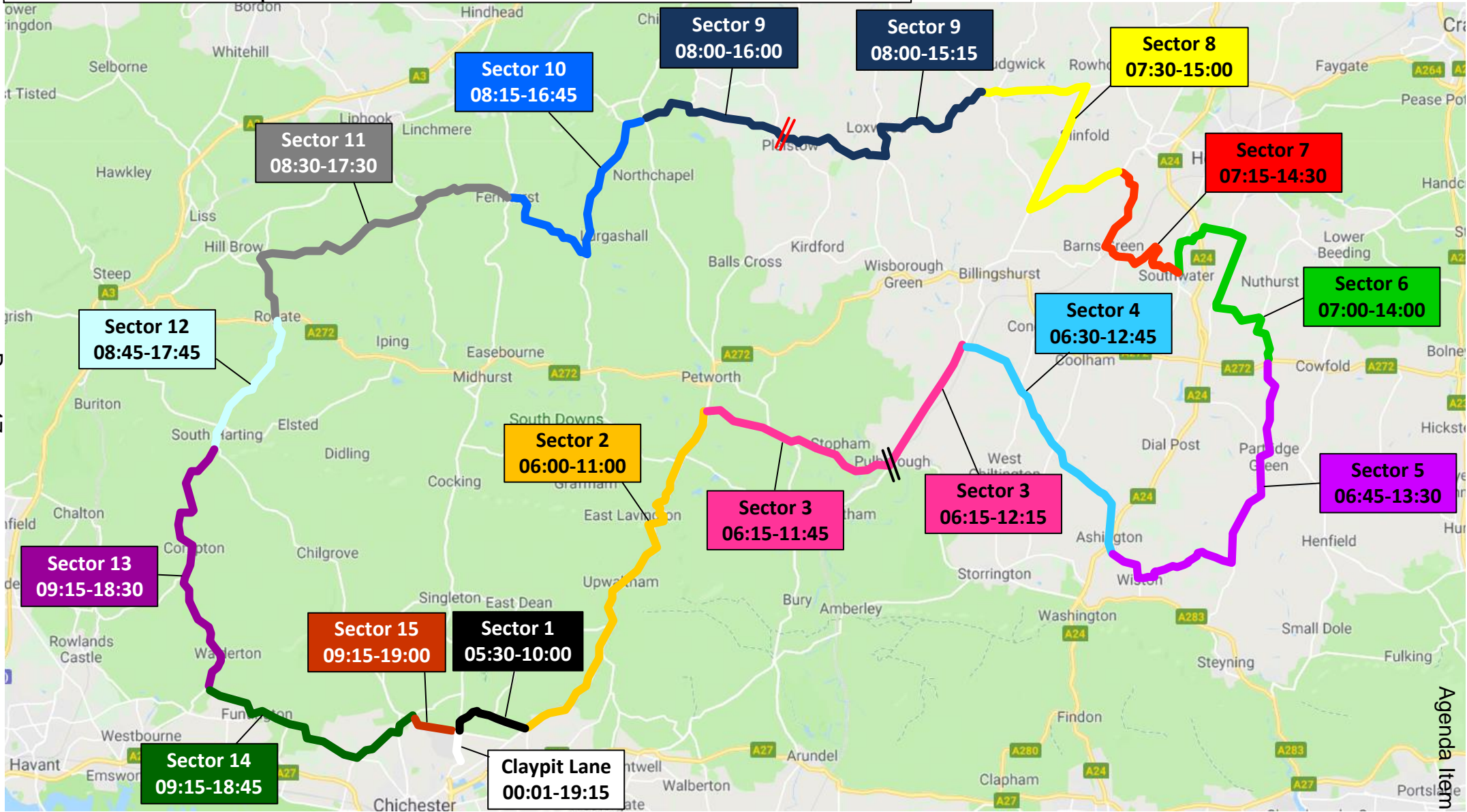
Community TRO Requests July 2017/ July 2018 - May 2018 Update - Received

Confirm Enquiry Number	Division	Parish	Dominant Road Name	Local Member	TRO Type Parking / Speed Limit / Moving	Summary
433110	The Witterings	West Wittering	B2179 Chichester Road	Pieter Montyn	Speed Limit	Reduction in existing 50mph Speed limit to 40mph and 30mph The application is rejected on the grounds that the application form was incomplete. The applicant was also informed that the proposed 30mph speed limit would not meet County Council Policy on Route Assessment grounds due to lack of roadside frontage development.
433340	Chichester East & South	North Mundham and Oving	Marsh Lane	Jamie Fitzjohn and Simon Oakley	Moving	The request was for a sign advising that the road is unsuitable for HGVs. This does not require a TRO . The applicant did not consult with local members nor provide any evidence of a
453693	Chichester North	Chichester	King George Gardens	Jeremy Hunt	Parking Issue	concern from local resident that excessive parking is obstructing the road making it difficult for deliveries , refuse collection and emergency access. Strong support from other
434113	Chichester South	Chichester	The Hornet	Jamie Fitzjohn	Moving	Request for a Box Junction to reduce queuing from the A259 on to The Hornet . A TRO is not required for a Box Junction . No consultation with the local member . Also not a suitable location unless associated with traffic signals
434124	Bourne	Southbourne	Stein Road	Viral Parikh	Parking Issue	The extent of the parking restrictions proposed by the applicant were not clearly defined , no clear evidence of local support and likely to attract objections from the local community and users of the local shop
31859	Chichester South	Chichester	Cawley Road	Jamie Fitzjohn	Parking Issue	B/Fwd from 2018/19 - Local concern obstruction of a vehicular access . The problem is caused by vehicles parking opposite the vehicle access and it is not obvious to drivers that they will be obstructing the drive, neither is there any capacity for the applicant to make improvements to their property . This is a definite problem but difficult to demonstrate wider community support. The reason for the low score is due to the proposals only benefitting an individual resident rather than the wider community but it is felt that there is a clear need to introduce the proposed measures.
M 435078	The Witterings	Chichester	B2179 Chichester Road (2nd Application)	Pieter Montyn	Speed Limit	Local concern about speed limits leading to a request for lowering of a 50mph speed limit over part of its length to 40mph effectively providing a long buffer speed limit into the village of West Wittering and encompassing residential properties giving on to the B2179. The applicant has support of some 60 residents and the Parish Council. The proposal is compliant with the County Council's speed limit policy
416314	Chichester South	Hunston	B2145 Selsey Road	Jamie Fitzjohn	Speed Limit	Application to lower speed limit from 50 to 40mph
436509	Chichester West	Chichester	Barlow Road	Louise Goldsmith	Parking Issue	Rejected as no evidence of councillor support or consultation locally

2018 Improvement Scheme Updates (In Current Delivery Programme)

Confirm job #	PM	Scheme Name	Description	CLC	May 2018 Update
6007436	Roland Plumb	Medmerry Cycle Scheme	Cycle Facilities	South Chichester	Issues around land ownership and dedication. Works identified for construction in Q3/Q4 of 18/19 assuming issues resolved and TMC contract.
6008893	Simon Osborne	Westhampnet Village Cycle Scheme	Shared Cycle Facilities	South Chichester	Preliminary design complete. Feedback received from Parish Council and being investigated. Construction on target for 19/20 Programme delivery.
6010307	Barry Edmunds	Florence Road Pedestrian Crossings	Ped Crossing - Deliverability subject to any TRO but feasible proposals. The 2 locations suggested are on desire lines but open to suggestions regarding controlled crossing type.	South Chichester	Gateway 1 complete, scheme is being designed by the WSCC Signals Contractor within the 18/19 Programme.
	Simon Osborne	A285	Carriageway haunch/widening between A27 and Petworth	South Chichester	Tender package has been issued to the Lot 2 Framework with tenders due back in June'18. Estimated constuction Q4.

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Coastal Care Programme

Inspiring healthier communities together

Local Community Networks (LCNs) Update

January 2018

This briefing is intended to provide the context and background to Local Community Networks (LCNs) in Coastal West Sussex. This can be read in conjunction with the slide deck, which provides more information on the individual LCNs and their progress.

The vision and the context to Coastal Care

In October 2016, health and care partners across Coastal West Sussex agreed a shared plan: ***Coastal Care: 'Inspiring Healthier Communities Together'***. This sets out a new and bold ambition for the future of the NHS, to work differently and transform services around people and our local communities.

A detailed Delivery Plan was agreed in Oct 2017, and brings together the partners (health providers, commissioners and councils, including WSCC as an 'aligned' partner) to focus on four key programme areas:

- Prevention
- Frail and Ageing Population
- Urgent Care
- Local Community Networks (which is the place-based delivery model for this programme).

The ambition for *Coastal Care* is about working in better ways for people, moving services from a fragmented, illness-focused and complex system, to one which organises itself around communities. This will be shaped around 'doing the right thing' to provide the best services for, and with, local people, at a time when resources are scarce.

The *Coastal Care* programme has founding principles which include:

- Developing a shared purpose for the system
- Producing and working to one plan
- Moving from a reactive to a proactive system that prevents ill-health and promotes physical, mental and social well-being
- Working across the whole population to support and enable the self-management of care.

Financial pressures in the system require new ways of working and new types of leadership and relationships, with people working very differently. This programme will need to be local enough to be trusted and open enough to allow for meaningful connections to develop between those organising care, support and communities as a whole.

The role of WSCC, the District and Borough Councils and the Voluntary Sector are critical to shaping and sharing the strategic focus and priorities, as well as aligning their workforces and other resources. Focusing on how we work and what we do together will provide the best possible chance to improve local population health and wellbeing. Councils are pivotal to this in terms of their role around social care, IPEH, Public Health, education etc. along with delivering, supporting and enabling many of those functions that support and improve the social determinants of health – prevention, housing and homelessness, financial inclusion, finding work, etc.

The Local Community Networks will be the delivery model for this new way of working and will bring health, council and voluntary sector providers together in ways not seen before, working to an agenda around their 'place' in very 'bottom up' ways.

Local Community Networks (LCNs)

LCNs are the building blocks for the Coastal Care model. They provide the local delivery mechanism for place and are where relationships and change needs to be fostered, focusing on:

- Building on and developing genuine partnerships between health, councils, the voluntary sector and local communities
- Breaking down professional and organisational silos to create effective, motivated and diverse workforces in places
- Shifting the pattern of care and services to be more preventative, proactive and local.

An LCN is best described as a network of health, council, voluntary sector providers and patients, working together to create more effective joined-up services and community support to improve the health and wellbeing for their whole local population.

LCNs are working to reverse the expectation of people, their families and carers fitting in with available services, to one where services develop to meet their needs; making the healthcare economy easier for patients to navigate and avoiding the unnecessary (and costly) use of certain parts of the system.

There are eight LCNs formed across Coastal West Sussex, with populations ranging from 36,000 to 97,000 and therefore at a level local enough for meaningful relationships to be formed.

They are accountable to the partners in Coastal Care and governance arrangements are being developed, which will also connect their work to the West Sussex Health and Wellbeing Board and the West Sussex HASC. How this connects to District and Borough democratic boards will need to also be considered.

Progress to date

All eight Local Community Networks are beginning to form in each area, with each working at different paces. Some have formally agreed their Partnership Boards and their governance arrangements, whilst others are in the process of doing this. Membership typically includes the following core service providers:

- Primary Care
- District/Borough Councils
- West Sussex County Council (WSSCC)
- Western Sussex Hospital NHS Foundation Trust (WSHFT)
- Sussex Partnership NHS Foundation Trust (SPFT)
- Sussex Community NHS Foundation Trust (SCFT)
- Patient representatives
- Voluntary sector
- Schools (in some LCNs)

These early meetings have been about relationship building between partners and considering local need and priorities and we should not underemphasise the great steps that have been made at a time when Coastal Care is still developing.

All LCNs are focused on older people, with additional varying priorities around social isolation, befriending, and working with care homes to reduce hospital admissions. The most critical focus for LCNs is the formation of new integrated Multi-Disciplinary Teams (MDTs), which will involve Primary Care and SCFT (the provider of nursing) and other critical partners as they evolve; including Councils and the Voluntary Sector. MDTs will build upon (but be different to) the current Proactive Care model, but will be shaped collaboratively in LCNs to ensure that achieve better outcomes and quality for the right people.

Work is also developing on 'prevention' as a critical arm of this programme, which is to be organised around a life-course approach to prevention ('start well, live well and age well'), which is being shaped around a strengths-based approach. Central to the forthcoming Wellbeing and Resilience work led by the West Sussex Health and Wellbeing Board are systemic interventions around young people and community based approaches to mental health, social prescribing (i.e. connecting patients to community and social support), Dementia Friendly Communities, etc.

Each LCN has different local priorities and the (attached) LCN Narrative provides an overview (please note this is a moving picture).

This programme has been designed to enable LCNs to develop at different paces, depending on their readiness to engage and utilise differently their capacity and resources. WSCC have been involved in the LCNs through Public Health, IPEH (where appropriate) and Communities. We are discussing how best to engage Social Care to ensure the best use of these valuable resources.

LCN engagement plan

Each LCN has been involving their various patient representative groups (PPG), aligned to GP practices. Further work is needed to shape this to ensure consistency and support for those LCNs with less developed PPGs. However we recognise that effective patient and public engagement is fundamental and further work is being planned to help develop this effectively.

The momentum for LCN development is born out of the passion of the local healthcare economy to challenge ourselves to work differently. Councils and the voluntary sector have been engaged in the development of the priorities and are getting involved in individual LCNs. This is already demonstrating positive results with providers connecting and obtaining a better understanding (although much more is needed) about the breadth of work throughout the sector: from that which it is commissioned to deliver (social support for older people, mental health etc) to the plethora of other resources, volunteers and community groups.

Involvement of WSCC

WSCC has agreed four key areas to align with the Coastal Care work: Falls, Hospital Discharge, Reablement, and Young People and Mental Health. Work is now progressing on all of these four areas and regular meetings are being held with the relevant teams to help shape this.

In addition to this, Public Health, Communities and IPEH have been engaged in either the strategic shaping of the work (including Prevention, Care Planning, and Dementia) or the local development of the LCNs.

Tina Favier
Head of Partnerships and Communities
Coastal Care

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South Chichester County Local Committee**Southbourne- Lumley Road, Pagham Close and Sadlers Walk, Southbourne****Proposed Traffic Regulation Order****12 June 2018****Report by the Director of Highways & Transport****Ref:
SC01(18/19)****Key Decision:
No****Part I****Electoral
Division:
Bourne****Summary**

At its meeting of the 31 October 2017 the South Chichester County Local Committee was presented a report detailing a programme of Traffic Regulation Orders. The Committee selected a proposal to introduce parking restrictions in Lumley Road, Pagham Close and Sadlers Walk, Southbourne and include it in its 2018/19 TRO works programme.

Problems had been reported that vehicles park too close to the junctions. A Traffic Regulation Order (TRO) prohibiting parking is proposed in the order to relieve the problem of obstructive parking.

During the formal consultation stage, 35 objections together with 9 individual letters of support were received and a petition with 232 signatories in support of the proposals.

Recommendation.

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

Proposal**1. Background and Context**

- 1.1 In 13 September 2016, the Committee considered objections to proposals for a previous application for parking restrictions in Lumley Road and adjacent roads. At that time there were nine objections and little or no evidence of local support for parking restrictions. The Committee resolved at that meeting to uphold the objections and not proceed with the proposals.
- 1.2 Subsequently the County Council received representations and a petition signed by forty one local residents in support of the introduction of parking restrictions on these roads. Evidence of support was either received, or provided, from the local MP, Southbourne Parish Council and the local District Councillor.

- 1.3 The applicant refers to the on street parking obstructing deliveries and refuse vehicles. In addition the applicant identifies parking occurring close to road junctions obstructing visibility for drivers exiting side roads and the obstruction dropped kerb pedestrian crossing points, causing access difficulties for those local residents with mobility issues. Photographs of the problems that occur were provided by the applicant (or from Google Streetview) and a sample is included in Appendix A to this report.
- 1.4 On the 31 October 2017, the South Chichester County Local Committee (CLC) was presented a report on Traffic Regulations Orders (TRO) prioritisation. The Committee selected a proposal to introduce parking restrictions in Lumley Road, Pagham Close and Sadlers Walk, Southbourne and include it in its 2018/19 TRO works programme.
- 1.5 A Traffic Regulation Order (TRO) prohibiting parking is proposed in the order to relieve the problem of obstructive parking. Any displaced parking would be able to redistribute along the roads in the immediate vicinity.

2. Proposal

- 2.1 The proposal will introduce a prohibition of waiting at all times at the following junctions:
 - Lumley Road at its junction with the A259
 - Lumley Road at and opposite its junction with Pagham Close.
 - Pagham Close at and opposite its junction with Sadlers Walk.
- 2.2 The lengths of road which are the subject of the proposed Order is shown Appendix B to the report with the following drawing number:
 - SU7505NWN
- 2.3 The new Order is proposed to facilitate the passage of traffic and improve the amenities of the area through which the affected lengths of roads run.

3. Resources

- 3.1 The estimated works cost for the lining required for Lumley Road, Pagham Close and Sadlers Walk is £650, which will be met from Infrastructure Plan TRO Budget and ordered through the County Council's term contract thus ensuring value for money.

Factors taken into account

4. Consultation

- 4.1 **Members** - At the design stage, the local member for Bourne Division was consulted, supported the proposals as outlined, and approved the wider consultation and public advertisement.
- 4.2 **External** - Sussex Police were consulted and raised no objection.

- 4.3 **Public** –The three week formal consultation period for the traffic regulation orders to support the scheme ran between 22 March 2018 and 16 April 2018. This included the Police, Chichester District Council, Southbourne Parish Council and motoring organisations. During this consultation period, notices were erected on site; a copy of plans and a statement of reasons were placed at the local library; the advertisement placed in the local press and on the County Council’s website.
- 4.4 During the consultation period, 35 objections were received to the proposals which have been summarised in Appendix C to this report together with comments from the Director of Highways and Transport.
- 4.5 The general points raised by the objectors were:
- an inappropriate level of restriction for the road.
 - insufficient parking available in the road.
 - no reasonable alternative for residents to use.
 - will lead to increase in speed,
 - will simply relocate and concentrate the problem elsewhere in the road
 - problems have been exaggerated
 - restriction outside Nos 37-41 Pagham Close will cause hardship for those residents
- 4.6 There were also 9 individual letters of support and the County Council received a further petition with 232 signatures in support of the yellow lines “to stop illegal obstructive and dangerous parking on the junctions”. This is the net figure which has been adjusted to remove signatories that have subsequently objected.
- 4.7 The local County Councillor has confirmed his continued support for the proposals.

5. Risk Management Implications

- 5.1 Should the proposed TRO not be made, the risk to the County Council is that the concerns raised by the local community through its CLC and local member will not have been addressed.
- 5.2 Should the proposed TRO be made the risk to the County Council is that parked vehicles will create problems in other roads in the locality. The Council will monitor the situation and propose further restrictions if necessary.

6. Other Options Considered

- 6.1 No other options were considered at the time as there is no other means of prohibiting parking other than by the introduction of a TRO.
- 6.2 The proposed restrictions are the minimum lengths defined in the Highway Code required to ensure full access and egress at the junctions and also justification for the section of DYs in Pagham Close, opposite the junction with Sadlers Walk, as this is the source of the majority of objections.

7. Equality Duty

- 7.1 The protected characteristics as defined in the Equality Act were duly considered in the course of the development and design of this TRO proposal.
- 7.2 Equality Act issues were raised during the statutory consultation process by and on behalf of elderly /disabled residents living at Pagham Close opposite Sadlers Walk.
- 7.3 The Highway Code states "*do not stop or park opposite or within 10m of a junction*". For those with restricted mobility or wheel chair users, they are very likely to have access to a blue disabled badge. Vehicles displaying such a badge can park on double yellow lines for up to three hours, provided it is safe to do so. There is also unrestricted parking in close proximity to the junction

8. Social Value

- 8.1 The proposals aligns with the County Council's policy on Social Value insofar as they are community led, raised through the Committee and demonstrates a considerable level of local support for the proposal with a view to improving the local road environment.

9. Crime and Disorder Act Implications

- 9.1 The County Council does not consider there to be any foreseeable Crime and Disorder Act implications associated with this proposal. The view of Sussex Police has been sought, who confirm they believe there are no issues in relation to the Crime and Disorder Act.

10. Human Rights Implications

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

Matt Davey

Director of Highways & Transport

Contact: Neil Smith: 033022 25579

Appendices

Appendix A – Photographs of the Street Scene

Appendix B – Plan of existing and advertised proposals

Appendix C - Consultation responses and highways response

Background Papers

None



LUMLEY →

↑
PAC HAM CLOSE



SAD LERS ->
WALK.

~~ROAD~~
PAGHAM
CLOSE



PAGHAM
CLOSE



SADLERS
WALK



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West Sussex County Council
 Highways & Transport
 The Grange
 Tower Street
 Chichester
 West Sussex
 PO19 1RH

CHICHESTER DISTRICT: SOUTHBOURNE
 NO EXISTING WAITING RESTRICTIONS

TILE REF NO:
SU7505NWN

SHEET ISSUE NO
 SHEET ACTIVE FROM - DD/MM/YYYY

N
 Agenda Item 9a
 Appendix 1
 SCALING
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West Sussex County Council
 Highways & Transport
 The Grange
 Tower Street
 Chichester
 West Sussex
 PO19 1RH

CHICHESTER DISTRICT: SOUTHBOURNE
 PROPOSED WAITING RESTRICTIONS (08.12.2017)

TILE REF NO:
 SU7505NWN

SHEET ISSUE NO 1_CHS1603
 SHEET ACTIVE FROM - DD/MM/YYYY



SCALE:
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Consultation Response Summary - CHS1801

	Objection/Comments	Comments from Director of Highways & Transport
	<p><u>17 Residents of Pagham Close</u></p> <ul style="list-style-type: none"> • concerned about displacement of parked vehicles further into Pagham Close • believe a residents parking permit scheme should be introduced instead • believe restrictions outside Nos 37-41 opposite the junction of Pagham Close and Sadlers Walk are unnecessary and will cause hardship for those residents • believe loss of parking will diminish property value 	<p>Whilst the proposed parking restrictions are limited in extent to reflect the advice given in the Highway Code, the introduction of parking restrictions will lead to some displacement of vehicles. Whilst relatively small in number, vehicles would be expected to redistribute around the roads in the area. This could cause problems in these other roads. The Council will monitor the situation and propose further restrictions if necessary.</p> <p>Residents parking permits are delivered through the introduction of Controlled Parking Zones (CPZ). There are no proposals at the present time to develop a CPZ for Southbourne. These schemes are generally promoted in larger towns on a neighbourhood basis. It is seldom the case that individual roads are considered as the cost of parking permits for an individual road would be exorbitant and consequently it would be unlikely to be widely supported by local residents. Such a scheme would not be an effective way to manage localised parking problems such as the obstruction of road junctions.</p> <p>Rule 243 of the Highway Code states "<i>do not stop or park opposite or within 10m of a junction</i>", which is the full extent of the proposed parking restrictions</p> <p>Householders cannot rely on the public highway for parking places directly outside of their properties. The onus is upon drivers to find suitable and appropriate parking for their vehicles. The proposed restrictions simply reinforce Highway Code advice on suitable and appropriate parking within the public highway.</p>

Consultation Response Summary - CHS1801

	<ul style="list-style-type: none"> concerned that removing parked vehicles will increase traffic speed 	<p>The proposed removal of parked vehicles is very localised and will redistribute in the locality. Consequently the effect on traffic speeds will be negligible.</p>
	<p><u>8 Residents of Sadlers Walk</u></p> <ul style="list-style-type: none"> believe a residents parking permit scheme should be introduced instead concerned displacement of parked vehicles will create parking pressure for residents 	<p>Residents parking permits are delivered through the introduction of Controlled Parking Zones (CPZ). There are no proposals at the present time to develop a CPZ for Southbourne. These schemes are generally promoted in larger towns on a neighbourhood basis. It is seldom the case that individual roads are considered as the cost of parking permits for an individual road would be exorbitant and consequently it would be unlikely to be widely supported by local residents. Such a scheme would not be an effective way to manage localised parking problems such as the obstruction of road junctions.</p> <p>Whilst the proposed parking restrictions are limited in extent to reflect the advice given in the Highway Code, the introduction of parking restrictions will lead to some displacement of vehicles. Whilst relatively small in number, vehicles would be expected to redistribute around the roads in the area. This could cause problems in these other roads. The Council will monitor the situation and propose further restrictions if necessary.</p>

Consultation Response Summary - CHS1801

	<ul style="list-style-type: none"> • believe restrictions opposite the junction of Pagham Close and Sadlers Walk will cause hardship for elderly and disabled residents • concerned that removing parked cars will increase traffic speeds • believe loss of parking will diminish property value 	<p>Rule 243 of the Highway Code states "<i>do not stop or park opposite or within 10m of a junction</i>", which is the full extent of the proposed parking restrictions. However any vehicle is permitted to stop on double yellow lines to load and unload, including passengers, providing it is safe to do so. For those with restricted mobility or wheel chair users, they are very likely to have access to a blue disabled badge. Vehicles displaying such a badge can park on double yellow lines for up to three hours, provided it is safe to do so. However in terms of enforcement it is doubtful whether Blue Badge holders should be parking in those locations given the advice contained within the Highway Code.</p> <p>The proposed removal of parked vehicles is very localised and will redistribute in the locality. Consequently the effect on traffic speeds will be negligible.</p> <p>Householders cannot rely on the public highway for parking places directly outside of their properties. The onus is upon drivers to find suitable and appropriate parking for their vehicles. The proposed restrictions simply reinforce Highway Code advice on suitable and appropriate parking within the public highway.</p>
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Consultation Response Summary - CHS1801

	<p><u>Resident of Lumley Road</u> While in principle, they do not object to the double yellow lines, they do object to the Council failing to contact ALL residents, prior to agreeing to this proposal. Advises not all residents agreed to the petition.</p> <p>There is no problem around parking in Lumley Road, OUT of working hours, which demonstrates the clear fact that people working in Emsworth are using these roads as their daily car park. These unwanted vehicles are the ones who park too close to junctions. Suggests the introduction of a "Residents Parking Scheme", would resolve the situation BUT West Sussex County Council would benefit from the revenue and perhaps the financial gain would be used towards maintaining our roads. Permit arrangements work so well in other districts.</p>	<p>The County Council invests considerably in public consultation. For small scale schemes, statutory consultation is undertaken with the statutory consultees and for the wider community, through public advertisement. Whilst not everyone may have agreed with the petition's proposals, it placed it in the public domain. Consultation with individual frontagers or users of the road would not be cost effective in terms of the cost of scheme versus cost of consultation consequently not the best use of public money. In view of the number of responses to the public advertisement the process has been successful at raising awareness of the proposals coming forwards in the local community.</p> <p>Many drivers park their vehicles on street on roads where they are not resident. Residents parking permit are delivered through the introduction of Controlled Parking Zones (CPZ). There are no proposals at the present time to develop a CPZ for Southbourne. These schemes are generally promoted in larger towns on a neighbourhood basis. It is seldom the case that individual roads are considered as the cost of parking permits for an individual road would be exorbitant and consequently it would be unlikely to be widely supported by local residents. Such a scheme would not be an effective way to manage localised parking problems such as the obstruction of road junctions.</p>
	<p><u>Resident of Brook Gardens</u> Advises that residents of Pagham Close purchased houses with parking in front for easy access and asks the justification for taking it away.</p>	<p>Householders cannot rely on the public highway for parking places directly outside of their properties. The onus is upon drivers to find suitable and appropriate parking for their vehicles. The proposed restrictions simply reinforce Highway Code advice on suitable and appropriate parking within the public highway.</p>

Consultation Response Summary - CHS1801

	<p>Advises Pagham Close is not a main road but a quiet back street chosen for that very reason, and putting yellow lines down ruins the very reason the houses were bought in the first place</p>	<p>The proposal is for a very limited extent of parking restrictions to deal with localised issues which is of concern to many residents. Rule 243 of the Highway Code states "<i>do not stop or park opposite or within 10m of a junction</i>", which is the full extent of the proposed parking restrictions.</p>
	<p><u>Resident of Beach Road</u></p> <p>Yellow lines will prohibit parking for visitors, residents and local business people. It has not been a problem previously so the yellow lines are unnecessary and only cause undue frustration on local people. They regularly visit family in Pagham Close and this will be a problem if the yellow lines are introduced.</p>	<p>The problem of parking in this area has been raised with the County Council previously. In 2016 it considered proposals similar to those presented but resolved not to process as there were 9 objections and no real evidence of wider community support. Subsequently the County Council received further representation and was presented with a petition signed by 41 residents. Following public advertisement it received nine direct letters of support and a further petition signed by 232 residents adjusted to remove those that have subsequently objected. This appears to confirm a high level of local support suggesting that indiscriminate parking is considered a problem locally.</p> <p>The proposal is for a very limited extent of parking restrictions to deal with localised issues which is of concern to many residents. Rule 243 of the Highway Code states "<i>do not stop or park opposite or within 10m of a junction</i>", which is the full extent of the proposed parking restrictions.</p>

Consultation Response Summary - CHS1801

<p><u>District Councillor for Southbourne</u></p> <p>Suggests putting double-yellow lines on the Pagham Close/Sadlers Walk corner will likely create very real problems for some residents who front onto the road.</p> <p>Suggests once the Lumley Road/Pagham Close is clear of parked vehicles pedestrians – including those with buggies or in wheelchairs – will be able to cross this corner safely without the need for lining.</p> <p>There are compelling arguments why those with disabilities, serving firefighters, etc. need close access to their cars.</p> <p>Their preference therefore is that double yellow lines are not implemented on this corner until and unless as part of a scheme which addresses the parking needs of those residents who will be most affected.</p>	<p>The principal applicant had previously secured the support of the Local District Councillor to the proposal. Rule 243 of the Highway Code states "<i>do not stop or park opposite or within 10m of a junction</i>", which is the full extent of the proposed parking restrictions.</p> <p>Any vehicle is permitted to stop on double yellow lines to load and unload, including passengers, providing it is safe to do so. For those with restricted mobility or wheel chair users, they are very likely to have access to a blue disabled badge. Vehicles displaying such a badge can park on double yellow lines for up to three hours, provided it is safe to do so. However in terms of enforcement it is doubtful whether Blue Badge holders should be parking in those locations given the advice contained within the Highway Code.</p> <p>The suggestion does not align with advice in the Highway Code as previously outlined.</p>
<p><u>Resident of Westbourne</u></p> <p>1. There is already a distinct lack of parking around Lumley Road/Pagham Close and Sadlers Walk due to people who work in Emsworth who park for the day and then walk in from there or from driveways being created (but not always used) thereby removing another available space . Placing additional restrictions which will limit the spaces available even further will cause even more issues in the local area.</p>	<p>Many drivers park their vehicles on street on roads where they are not resident. The proposed parking restrictions are limited in their extent and reflect Rule 243 of the Highway Code which states "<i>do not stop or park opposite or within 10m of a junction</i>", which is the full extent of the proposed parking restrictions.</p>

Consultation Response Summary - CHS1801

	<p>2. It will devalue the properties at the entrance of Lumley Road because it will become almost impossible to be able to park outside or relatively near to their properties.</p> <p>3. The petition signed by local residents would have most likely been the residents further up Pagham Close who do not have to park at the junction of Lumley Road and Pagham Close and so who would not be affected by these additional restrictions.</p> <p>4. These restrictions will push all the car parking further up Pagham Close and from my previous experience, tyres have been let down numerous times (to the point where the police have been called) and various letters of complaint are left on car windscreens because you are parking in front of someone else's house. These restrictions will make this even worse.</p> <p>Suggests adequate signage on the road to prevent people parking on the corners will deal with this problem without causing more stress and obstruction for current residents who will be immediately affected by this. Parking is already a sore point amongst local residents.</p>	<p>Householders cannot rely on the public highway for parking places directly outside of their properties. The onus is upon drivers to find suitable and appropriate parking for their vehicles. The proposed restrictions simply reinforce Highway Code advice on suitable and appropriate parking within the public highway.</p> <p>As the extent of proposed parking restrictions is limited, few frontagers are directly affected by the proposals. The signatories to the petition identified themselves by postcode which included a significant number in Pagham Close, the principal road affected to the proposals.</p> <p>Whilst the proposed parking restrictions are limited in extent to reflect the advice given in the Highway Code, the introduction of parking restrictions will lead to some displacement of vehicles. Whilst relatively small in number, vehicles would be expected to redistribute around the roads in the area. This could cause problems in these other roads. The Council will monitor the situation and propose further restrictions if necessary. Many drivers park their vehicles on street on roads where they are not resident. Any acts of vandalism should be reported to the Police and would not be sufficient justification for not introducing effective traffic management.</p> <p>Road signing and lining must be in accordance with the Traffic Signs Regulations and General Directions 2016. It is not permitted to erect informal signing to prevent parking. The appropriate method is by the introduction of double yellow line restrictions in accordance with current legislation.</p>
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Consultation Response Summary - CHS1801

	<p><u>Resident of Langstone</u></p> <p>It's a vital parking space/area for the economic viability of Emsworth. For people who work in the village every day of the week it is used as an alternative for parking as there is nowhere else to park for a long period of time for free in the village. We are a company of 34, and we only simply do not have enough space for everyone to park in our company carpark.</p> <p>If you are going to stop people from parking at Lumley Road then I suggest reducing the cost for parking permits, otherwise you'll ultimately loose business for the area, and businesses will be moving out of the area too.</p>	<p>The proposal is for a very limited extent of parking restrictions to deal with localised issues which is of concern to many residents. Rule 243 of the Highway Code states " <i>do not stop or park opposite or within 10m of a junction</i>", which is the full extent of the proposed parking restrictions</p> <p>There is no intention or proposal to prohibit parking in Lumley Road, or any of the other roads, in their entirety, only at the junctions.</p>
	<p><u>Resident of Fishbourne</u></p> <p>Objection to the proposed changes in Lumley Road as these areas provide vital parking spaces for workers in the town of Emsworth. By having these spaces for the workers and commuters to Emsworth they also provide economic viability for the town.</p>	<p>The proposal is for a very limited extent of parking restrictions to deal with localised issues which is of concern to many residents. Rule 243 of the Highway code states "<i>do not stop or park opposite or within 10m of a junction</i>", which is the full extent of the proposed parking restrictions. There is no intention or proposal to prohibit parking in Lumley Road, or any of the other roads, in their entirety, only at the junctions.</p>
	<p><u>Resident of Midhurst</u></p> <p>Believes it's disgusting imposing parking restrictions on older residents. The current parking arrangements suit the residents. Asks what jurisdiction the Council have to dictate what restrictions should be imposed.</p>	<p>The proposals will be apply to all drivers with exemptions for loading, off loading and blue badge holders, provided it is safe to do so.</p> <p>As Highways Authority for roads in West Sussex, West Sussex County Council has powers under the Road Traffic Regulation Act 1984 to make Orders to regulate the use of our roads including the introduction of waiting restrictions</p>

Consultation Response Summary - CHS1801

	<p><u>Resident of Waterloo</u></p> <p>As you will be aware, parking in the village is limited and these are vital parking spaces for the continued economic viability of Emsworth. They work in the village and always take care not to park on corners/junctions or block any driveways. Believes it is possible to park in the areas in question without causing inconvenience or danger to other road users.</p>	<p>The proposal is for a very limited extent of parking restrictions to deal with localised issues which is of concern to many residents. Rule 243 of the Highway Code states "<i>do not stop or park opposite or within 10m of a junction</i>", which is the full extent of the proposed parking restrictions. There is no intention or proposal to prohibit parking in Lumley Road, or any of the other roads, in their entirety, only at the junctions.</p>
	<p><u>Business in Queen Street</u></p> <p>The parking of cars on the roads in Lumley provides vital additional parking for office and retail workers in Emsworth. They have never seen a delivery vehicle obstructed here. The roads are sufficiently wide to accommodate the parking and have done so for many years.</p> <p>Cars were parked in Lumley prior to the relatively recent housing estates construction.</p> <p>It is a public road and they do not own it. Moreover, it is an example of very efficient use of parking spaces since when the residents vacate for work, the day time parkers arrive. Then at the end of the day when Emsworth workers leave, the residents return.</p>	<p>The proposal is for a very limited extent of parking restrictions to deal with localised issues which is of concern to many residents. Rule 243 of the Highway Code states "<i>do not stop or park opposite or within 10m of a junction</i>", which is the full extent of the proposed parking restrictions. There is no intention or proposal to prohibit parking in Lumley Road, or any of the other roads, in their entirety, only at the junctions.</p> <p>The road is a public road and drivers should adhere to the advice set out in the Highway Code as previously outlined</p>

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South Chichester County Local Committee**North Street, East Street and Crane Street
(Chichester City Pedestrian Precinct)
Proposed Traffic Regulation Order****12 June 2018****Report by the Director of Highways & Transport****Ref:
SC02(18/19)****Key Decision:
No****Part I****Electoral
Divisions:
Chichester
North and
Chichester
South****Summary**

At its meeting of the 31 October 2017 the South Chichester County Local Committee was presented a report detailing a programme of Traffic Regulations Orders. The Committee selected a proposal to vary the existing Prohibition of Cycling Order in the precinct following an application from Chichester City Council to encompass Sundays within the Order. The City Council consider that the level of Sunday trading has increased considerably, as have the number of events within the pedestrian precinct throughout the year, since the original TRO was made in 1997.

During the formal consultation stage, 51 objections together with 17 individual letters of support were received.

Recommendation

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

Proposal**1. Background and Context**

- 1.1 On the 31 October 2017, the South Chichester County Local Committee (CLC) was presented a report on Traffic Regulations Orders (TRO) prioritisation. The Committee selected a proposal to vary the Prohibition of Cycling TRO in the pedestrian precinct (North Street, East Street and Crane Street) and include it in its 2018/19 TRO works programme.
- 1.2 Chichester City Council resolved at its meeting of 31 October 2016 to make an application to the County Council to extend the scope of the existing TRO prohibiting cycling within the pedestrian precinct, between the hours of 9:30 to 17:30, Monday to Saturday, to include Sundays. The City Council considers that the level of Sunday trading has increased considerably, as have the number of events within the pedestrian precinct throughout the year, since the initial TRO was made in 1997. As such the potential for conflict between cyclists and pedestrians has increased significantly.

2. Proposal

- 2.1 The proposal will introduce a variation to the existing Prohibition of Cycling between the hours of 09:30 to 17:30, Monday to Saturday, Traffic Regulation Order, to encompass Sundays over the same time period.
- 2.2 The lengths of road which were the subject of the proposed Order is shown Appendix A to the report with the following drawing number:
 - TA_CHS2017_2
- 2.3 The new Order is proposed for pedestrian safety reasons and to improve the amenities of the City Centre.

3. Resources

- 3.1 The estimated works cost for the signing required is £700, which will be met from Infrastructure Plan TRO Budget and ordered through the County Council's term contract thus ensuring value for money.

Factors taken into account

4. Consultation

- 4.1 **Members** - At the design stage, the local members for Chichester North and Chichester South Divisions were consulted and supported the proposals as outlined and approved the wider consultation and public advertisement.
- 4.2 **External** - Sussex Police have been consulted and raised no objection.
- 4.3 **Public** -The three week formal consultation period for the traffic regulation orders to support the scheme ran between 22 March 2018 and 16 April 2018. This included the Police, Chichester District Council, Chichester City Council and motoring and cycling organisations. During this consultation period, notices were erected on site, a copy of plans and a statement of reasons were placed at the local library, and the advertisement placed in the local press and on the County Council's website.
- 4.4 During the consultation period 51 objections were received to the proposals which have been summarised in Appendix B to this report together with comments from the Director of Highways and Transport. There were also 17 individual letters of support.
- 4.5 The general points raised by the objectors were:
 - Not in accordance with DfT Guidance
 - Not in accordance with the County Council Walking and Cycling Strategy
 - Equality Issues
 - No Evidence of casualties
 - The change should align with shop opening hours on Sunday

- 4.6 The local County Councillors have confirmed their continued support for the proposals.

5. Risk Management Implications

- 5.1 Should the proposed TRO not be made as recommended, the risk to the County Council is that the safety concerns raised initially by the local community through its local members will not have been addressed.
- 5.2 Should the proposed TRO be made, the risk to the County Council is that with some consultees and objectors, the County Council might be seen as not effectively promoting sustainable transport policies.

6. Other Options Considered

- 6.1 There is no other means of prohibiting cycling other than by the introduction of a TRO.
- 6.2 The period of operation of the TRO is proposed to align with that which currently exists. Varying the times on Sunday, would of necessity result in more words making the signing more complicated comprehend whilst traveling at speed and possibly confusing to cyclists. It would result in an increase in the size of the sign adding to "sign clutter" and adding to the environmental impact in the historic City Centre

7. Equality Duty

- 7.1 Under the Equality Act, the Council has a public sector equality duty to have due regard to those with protected characteristics and show how it had due regard to the need to:
- eliminate unlawful discrimination, harassment and victimisation;
 - 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.

This duty applies to those with protected characteristics due to:

- age;
- disability;
- gender reassignment;
- marriage and civil partnership;
- pregnancy and maternity;
- race;
- religion or belief;
- sex

- 7.2 The County Council had not been made aware of any equality issues pertaining to the existing Prohibition of Cycling Order. It is within this context that the County Council considered the protected characteristics as defined in the Equality Act at design stage. It would have been impracticable to undertake a formal survey prior to public advertisement due to the personal nature of the information needed to ascertain any likely impact.
- 7.3 In order to ascertain the likely equality impact, the proposals have been publicly advertised and any objections received about the proposals, including those raising Equality Act issues, have been assessed in relation to the protected characteristics and summarised in Appendix C to this report.
- 7.4 In relation to the Equality Act the proposals as advertised apply equally to all people including those with protected characteristics specified within the Act. Consequently there is no specific unlawful discrimination, harassment and victimisation occurring as a result of these proposals.
- 7.5 Road safety within the precinct is of concern to the local community and the proposals will reduce potential conflict between cyclists and pedestrians including those with protected characteristics under the Equality Act.
- 7.6 The proposal does not advance equality of opportunity between people who share a protected characteristic and people who do not share it. For those cyclists with a disability and or significant age, it could be considered that the proposal would have a negative impact. The mitigating factors are:
- improved shopping environment and general use of the precinct for all pedestrian, including those with protected characteristics, on Sundays between 9:30 and 17:30.
 - there is special provision made for all cyclists to access the pedestrian precinct and cycle racks to secure cycles whilst shopping or using other City Centre facilities
 - there are reasonable alternative routes for all cyclists including those with protected characteristics to avoid the pedestrian precinct using comparatively low trafficked roads and within the 20mph Zone.
- 7.8 The proposal has the potential to foster good relations between persons who share a protected characteristic and those who do not, insofar as those with protected characteristics using the precinct as pedestrians will be less concerned about potential conflict with cyclists, many of which will not have protected characteristics under the Equality Act.
- 7.8 Having considered the proposal in relation to those with protected characteristics it is considered that benefits to the wider community outweigh the disbenefits to those with protected characteristics in introducing this TRO.

8. Social Value

- 8.1 The proposal aligns with the County Council's policy on Social Value insofar as it is community led, raised through the Committee, raised formally by the Chichester City Council and evident local support for the proposal with a view to improving the local road environment,

9. Crime and Disorder Act Implications

- 9.1 The County Council does not consider there to be any foreseeable Crime and Disorder Act implications associated with this proposal. The view of Sussex Police has been sought, who confirm they believe there are no issues in relation to the Crime and Disorder Act.

10. Human Rights Implications

- 10.1 It is unlawful for a public authority to act in a way that is incompatible with a convention right. The concerns of the officers set out in paragraph 2.3 and the policy objective to avoid danger to all road users and to improve the amenities of the City Centre reduce congestion should then be set against these rights. Taking these points into consideration it is believed that the introduction of this Traffic Regulation Order is still justified.

Matt Davey

Director of Highways & Transport

Contact: Neil Smith: 033022 25579

Appendices

Appendix A – Plan of existing and advertised proposals

Appendix B – Consultation responses and highways response

Appendix C – Equality Impact Report

Background Papers


None

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KEY:

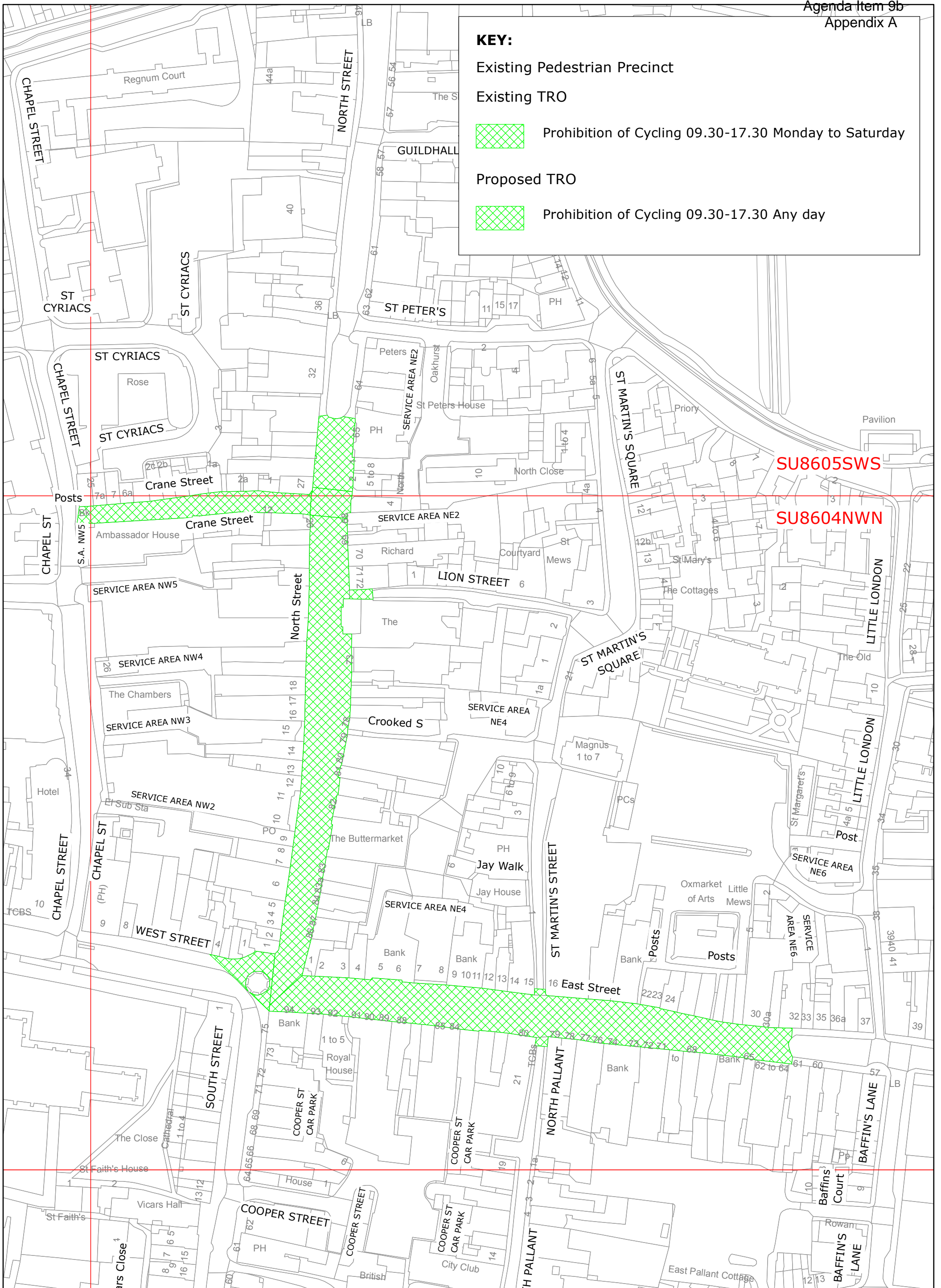
Existing Pedestrian Precinct

Existing TRO

 Prohibition of Cycling 09.30-17.30 Monday to Saturday

Proposed TRO

 Prohibition of Cycling 09.30-17.30 Any day



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Consultation Response Summary - CHS1802

	Objection/Comments	Comments from Director of Highways & Transport
	<p><u>8 residents of Chichester, Felpham & Bosham</u></p> <p>If introduced the Sunday cycling prohibition should only apply during shop opening/trading hours</p>	<p>The period of operation of the TRO is proposed to align with that which currently exists. Varying the times on Sunday, would of necessity result in more words making the signing more complicated comprehend whilst traveling at speed and possibly confusing to cyclists. It would result in an increase in the size of the sign adding to "sign clutter" and adding to the environmental impact in the historic City Centre</p>
	<p><u>40 residents of Chichester, The Witterings, Bognor Regis, Birdham, Bath and Tunbridge Wells</u></p> <p>Objections raised on the following grounds:</p> <ul style="list-style-type: none"> • Pedestrian area is wide and it should be quite possible for pedestrians and cyclists to mix safely as per Dft Guidance 'Cycling in Pedestrian Areas' TAL 9/93 	<p>The pedestrian area is approximately 10 to 15metres in width which isn't particularly wide and with the various elements of street furniture and planting etc; the effective width is somewhat less.</p> <p>Advisory Leaflet 1/93 steers highway authorities to consider making provision for cyclists in pedestrianised areas. The County Council has previously responded to this in introducing a traffic regulation order permitting cycling in off peak times. TAL 1/93 is an advisory leaflet that makes reference to Local Road Note 1 – 87 " Getting the Balance Right" In this case it is considered locally that due to the changing nature of the activities served by the pedestrian precinct, the balance is no longer quite right.</p>

Consultation Response Summary - CHS1802

	<ul style="list-style-type: none"> • Order will discourage cycling so does not accord with Local Cycling and Walking Infrastructure Plan • No evidence of injury accidents to justify perceived danger and safety reason for proposing the Order. However, there is a proven risk to cyclists using alternative routes due to a lack of alternative safe cycling infrastructure • does not support cycling as a sustainable mode of transport 	<p>At peak times, pedestrian numbers are such that the precinct can become quite congested. The increase in the level of Sunday Trading and events going on in the Town has raised concern within the local community about pedestrian safety.</p> <p>The West Sussex Walking and Cycling Strategy 2016 – 2016 is a policy document produced with the intention to promote both walking and cycling and enable funding of schemes of which the City has been a beneficiary. It is not a prescriptive document to prevent the highway authority from better regulating cycling where communities identify a need. In this instance a higher priority is proposed for walkers during peak times.</p> <p>There have been no recorded accident in the latest 5 year period but there is certainly a perceived danger. However the City Centre is located within a 20mph Zone and the roads around the precinct are suitable for unsegregated cycling.</p> <p>The proposal will only apply to one day and is promoted to support walking within the City. Much of the infrastructure around the city supports multi- modal access to the City Centre. In terms of sustainable modes of transport there are conveniently located bus stops, provision for access for cyclists and there are cycle racks to secure cycles so that that cyclist can enjoy the shops, cafes and other facilities within the City Centre</p>
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Consultation Response Summary - CHS1802

	<ul style="list-style-type: none"> cycling serves as a mobility aid as per Wheels for Wellbeing Guide for Inclusive Cycling Report 2017. No evidence of an EIA being carried out 	<p>"Wheels for Well Being" is a guide to developing infrastructure geared to improving access for cyclists with mobility issues. It is not a prescriptive document to prevent the highway authority better regulating cycling where communities identify a need.</p> <p>It recognises that a system of blue badges for cyclist would be useful but that is not permitted within current legislation so it is not possible to make a distinction between able and mobility impaired cyclists. There are however reasonable alternative routes within the 20mph Zone around the pedestrian precinct for all cyclists that ordinarily use the precinct as a through route on a Sunday between 09:30 and 17:30</p> <p>A formal Equalities Impact Assessment was not been undertaken at design stage. The existing Prohibition of Cycling Order has not identified any adverse effect on those with protected characteristic under the Equalities Act. Consequently none could be reasonably anticipated in extending the Order to encompass Sundays. . It would have been impracticable to undertake a formal survey prior to public advertisement due to the personal nature of the information needed to ascertain any likely impact. However, the approach taken is to undertake statutory consultation with stakeholders, including cycling organisations, and to publically advertise the proposals. Any comments or objections received about the proposals raising Equality Act issues have been assessed in relation to the protected characteristics and reported to the County Local Committee in Section 7 of the report for consideration when making its decision on whether to implement the proposed Order.</p>
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Consultation Response Summary - CHS1802

	<ul style="list-style-type: none"> • suggest that cycling should be allowed at any time in the precinct or that the hours of the cycling prohibition reduced to encourage commuters to cycle • proposed cycling prohibition applies outside of Sunday trading hours • dismounting is an inconvenience to cyclists 	<p>There no proposal at the present time to adjust or remove the existing TRO as it is applied Monday to Saturday. That would need to be the subject of a separate TRO Application.</p> <p>The timing of the proposed order is to align with that which currently exists. Varying the times would make the signing more complicated and possibly confusing to cyclists. It would of necessity increase the size of the sign increasing the environmental impact in the historic City Centre.</p> <p>Dismounting is something that cyclist are trained to do and are required to do in many locations.</p>
	<p><u>Cycling Forum, Cycling UK & Bike Networks</u></p> <ul style="list-style-type: none"> • Will restrict access for disabled cyclists who use cycling as a mobility aid and also older cyclists and children. No evidence of an EIA to assess the impact on those with protected characteristics. 	<p>The primary purpose of the pedestrian precinct is to provide a commodious environment in which people to shop and use the City Centre facilities. It will include people with limited mobility and other protected characteristics wanting to use this area as pedestrians, wheel chair and motorised buggy users. There is special provision made for all cyclists to access the pedestrian precinct and cycle racks to secure bicycles to whilst shopping or using other City Centre facilities.</p> <p>The use of the pedestrian precinct by cyclists as a through route is a secondary purpose and there are both reasonable provisions to do this at certain times of the day and reasonable alternative routes when the prohibition of cycling will be in operation.</p>

Consultation Response Summary - CHS1802

	<ul style="list-style-type: none"> No evidence of casualty/crash data caused by cycling in the pedestrianised area. DfT Guidance TAL 9/93 indicates no detriment to pedestrians permitting cycling in pedestrianised areas as informed by Study PR15 Cycling in Pedestrian Areas 	<p>A formal Equalities Impact Assessment was not been undertaken at design stage. The existing Prohibition of Cycling Order has not identified any adverse effect on those with protected characteristic under the Equalities Act. Consequently none could be reasonably anticipated in extending the Order to encompass Sundays. . It would have been impracticable to undertake a formal survey prior to public advertisement due to the personal nature of the information needed to ascertain any likely impact. However, the approach taken is to undertake statutory consultation with stakeholders, including cycling organisations, and to publically advertise the proposals. Any comments or objections received about the proposals raising Equality Act issues have been assessed in relation to the protected characteristics and reported to the County Local Committee in Section 7 of the report for consideration when making its decision on whether to implement the proposed Order.</p> <p>There have been no recorded accident in the latest 5 year period but there is certainly a perceived danger. However the City Centre is located within a 20mph Zone and the roads around the precinct are suitable for unsegregated cycling.</p> <p>TAL 1/93 is an advisory leaflet that makes reference to Local Road Note 1 – 87 “ Getting the Balance Right” In this case it is considered locally that due to the changing nature of the activities served by the pedestrian precinct the balance is no longer quite right. It is not a prescriptive document to prevent the highway authority from better regulating cycling where communities identify a need</p>
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Consultation Response Summary - CHS1802

	<ul style="list-style-type: none"> • There is a proven risk to cyclists using the alternative cycling routes in Chichester • The Order extends beyond shop opening hours • Council should be promoting sustainable transport • Leisure cycling should be actively encouraged for health and fitness 	<p>There has been considerable investment around the City Centre to improve access and safety for cyclist and the alternative routes are on comparatively low volume roads low speed roads within the 20mph Zone</p> <p>The timing of the proposed Traffic Regulation Order (TRO) is to align with that which currently exists. Varying the times would make the signing more complicated and possibly confusing to cyclists. It would of necessity increase the size of the sign increasing the environmental impact in the historic City Centre</p> <p>The West Sussex Walking and Cycling Strategy 2016 – 2016 is a policy document produced with the intention to promote both walking and cycling and enable funding of schemes of which the City has been a beneficiary. It is not a prescriptive document to prevent the highway authority from better regulating cycling where communities identify a need. In this instance a higher priority is proposed for walking, a sustainable form of transport, during peak times.</p> <p>Ditto Above</p>
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Equality Impact Report

Title of proposal	Chichester – North Street , East Street and Crane Street (Pedestrian Precinct) Proposed Traffic Regulation Order
Date of implementation	August 2018
EIR completed by:	Name: Neil Smith Tel: 033022 25579

1. Decide whether this report is needed and, if so, describe how you have assessed the impact of the proposal.

The proposal is a community led initiative, developed through the South Chichester County Local Committee (CLC).

In assessing the impact of the proposal, representations to the CLC and local members have been considered to establish a community need. The specific proposals deals with issues raised by Chichester City Council which made an application for a community led Traffic Regulation Order (TRO) to extend the existing Prohibition of Cycling TRO to include Sundays. This was proposed to address issues of potential conflict between pedestrian a cyclists arising from an increased use of the precinct following historic relaxation of the Sunday Trading laws.

Through the formal consultation process and public advertisement the proposal has been aired in the local community. 51 letters of objection, some of which refer to the Equality Act, have been received, which help inform the EiR

2. Describe any negative impact for customers or residents.

The proposal is a relatively minor variation to the existing Prohibition of Cycling, affecting those cyclists wanting to cycle through the precinct on Sundays. For those with protected characteristics under the Equality Act, those cyclists with a disability and or significant age , it could be considered that the proposal would have a negative impact.

3. Describe any positive effects which may offset any negative impact.

Road safety within the precinct is of concern to the local community and the proposals will reduce potential conflict between cyclists and pedestrians including those with protected characteristics under the Equality Act.

The primary purpose of the pedestrian precinct is to provide a commodious environment in which people can shop and use the City Centre facilities, which will include people with protected characteristics under the Equality Act. The proposal is designed to improve the shopping environment for all pedestrian, including those with protected characteristics, on Sundays between 9:30 and 17:30.

There is special provision made for all cyclists to access the pedestrian precinct and cycle racks to secure cycles whilst shopping or using other City Centre facilities

There are reasonable alternative routes for cyclists including those with protected characteristics to avoid the City Centre on comparatively low trafficked roads and within the 20mph Zone.

4. Describe whether and how the proposal helps to eliminate discrimination, harassment and victimisation.

The proposal does not significantly help to eliminate discrimination, harassment and victimisation.

5. Describe whether and how the proposal helps to advance equality of opportunity between people who share a protected characteristic and those who do not.

The proposal does not directly help advance equality of opportunity between people who share a protected characteristic and those who do not.

6. Describe whether and how the proposal helps to foster good relations between persons who share a protected characteristic and those who do not.

The proposal has the potential to foster good relations between persons who share a protected characteristics and those who do not, insofar as those with protected characteristics using the precinct as pedestrians will be less concerned about potential conflict with cyclists, many of which will not have protected characteristics under the Equality Act

7. What changes were made to the proposal as a result? If none, explain why.

No changes were made to the proposals as a result of the EiR.

The analysis showed that the proposal is a community led initiative designed to alleviate community concern about potential conflict with cyclists and promoting a pedestrian centred agenda. Whilst some members of the public with a protected characteristics, namely disability and age, as cyclists might be affected by the proposal they will be able to make use of the reasonable alternative routes for other modes transport to avoid the City Centre where the prohibition of cycling is in operation.

Having considered the proposal in relation to those with protected characteristics, it is considered that the benefits to the wider community outweigh the disbenefits to those with protected characteristics.

8. Explain how the impact will be monitored to make sure it continues to meet the equality duty owed to customers and say who will be responsible for this.

The true effect of the proposal will only be known once it is implemented. It will be monitored by feedback from customers and Chichester City Council which promoted the scheme.

To be signed by a Director or Head of Service to confirm that they have read and approved the content.

Name

Michele Hulme

Date

April 2018

Your position

Acting Head of Highway Operations

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South Chichester County Local Committee

Community Initiative Funding

12 June 2018

Report by Director of Law and Assurance

Ref: SC03(18/19)
Key Decision: No
Part I
Electoral Divisions: All in South Chichester CLC Area

Recommendation

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

Proposal

1. Background and Context

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 supporting one or more of The Five Ways to Wellbeing - a set of evidence-based actions which promote people’s wellbeing. They are: Connect, Be Active, Take Notice, Keep Learning and Give.

The terms and conditions, eligibility criteria and overall aim of the CIF have been agreed by all CLC Chairmen and they, along with details of the Five Ways of Wellbeing, can be found on the County Local Committee pages of the West Sussex County Council website using the following link

http://www.westsussex.gov.uk/your_council/meetings_and_decision-making/county_local_committees/community_initiative_funding.aspx

For projects to be considered for funding they must upload their project idea to the West Sussex Crowd (www.westsussexcrowd.org.uk) funding platform and pitch to the Community Initiative fund.

2. Proposal

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

Pledges will be considered in the preparation and fundraising stage. When considering pitches in the preparation stage, decisions are subject to the applicant receiving full verification from locality and starting fundraising by the end of the financial year.

3. Resources

For the 2018/19 financial year, South Chichester has a total of £33,018.96 for allocation. Details of awards made in the previous financial year are included in Appendix B.

There are 6 new pitches for consideration by the Committee with a total project cost of £31,642.00. 5 pitches are in the preparation stage, and 1 is actively fundraising. These are outlined in Appendix A and can also be viewed at: www.westsussexcrowd.org.uk.

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

Factors taken into account

4. Consultation

Before a project can be added to the West Sussex Crowd it must be eligible for the [spacehive](#) platform, and then before beginning crowd funding must be verified by [Locality](#). This involves inspecting the project to make sure it's viable and legitimate. The Democratic Services Officer, in consultation with the local County Councillor, will preview all projects that have then gone on to pitch to the Community Initiative Fund to ensure they meet the criteria.

District and Borough Council colleagues are consulted on whether applicants have applied to any funds they administer. In addition, some CLCs have CIF Sub Groups that preview pitches and make recommendations to the CLC.

5. Risk Management Implications

There is a risk in allocating any funding that the applicant will not spend some or all of it or that it might be spent inappropriately. Therefore the terms and conditions associated with CIF provide for the County Council to request the return of funds.

6. Other Options Considered

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

The Committee do have the option to defer or decline pitches but must give valid reasons for doing so.

7. Equality Duty

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

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

- foster good relations between people who share a protected characteristic and people who do not share it.

The CLC in considering any pitch should be alert to the need to consider any equality implications arising from the bid or the way the money is to be used if any are indicated in the information provided.

8. Social Value

The criteria for the Community Initiative Funding asks applicants to evidence support for one or more of the Five Ways to Wellbeing - a set of evidence-based actions which promote people's wellbeing.

9. Crime and Disorder Act Implications

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

10. Human Rights Act Implications

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

Tony Kershaw

Director of Law and Assurance

Contact: Adam Chisnall – 0330 222 8314

Appendices

Appendix A – Current pitches for consideration by the Committee

Appendix B - Awards made in the previous financial year

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

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Current pitches for consideration by the Committee

The following projects have pitched to the community initiative fund since the last meeting:

Actively Fundraising

- **205/SC - Selsey Community Forum, £7636 – Towards the Selsey Care Shop.**
<https://www.spacehive.com/selsey-care-shop>

In Preparation

- **204/SC - UKHarvest, £4,481 – Towards advertising, and purchasing kitchen utensils and other essentials.**
<https://www.spacehive.com/ukharvest--nourishing-our-nation>
- **206/SC - The Parochial Church Council of St Mary's Church, £9,245 – To re-establish the old pilgrim route from Southampton to Canterbury.**
<https://www.spacehive.com/stmarysapuldram>
- **207/SC - Priory Park 100, £5,533 – Advertising and promotion for the celebration of the centenary of Priory Park.**
<https://www.spacehive.com/priory-park100>
- **208/SC - City Angels, £2,767 – Towards van repairs and maintenance, and restocking consumables.** <https://www.spacehive.com/city-angels>
- **209/SC - Youth Dream, The Hidden Garden, £4,980 – To purchase a greenhouse to educate young people and the community about growing food and the environment.**
<https://www.spacehive.com/the-hidden-garden>

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Community Initiative Funding: Summary for 2017 – 2018

The following applications have received funding in the 2017/2018 financial year.

Applicant	Summary	Awarded	Member	Evaluation
1/SC Bracklesham and Witterings Parkrun	Park Run	£1,200.00	Pieter Montyn	No evaluation form received.
34/SC Donnington Luncheon Club	for the purchase of 2 new ovens	£1,200.00	Jamie Fitzjohn	No evaluation form received.
55/SC Youth Dream Selsey	towards funding staff oversight	£2000.00	Carol Purnell	No evaluation form received.
60/SC Chichester Camera Club	towards a new projector	£1800.00	Simon Oakley	No evaluation form received.
61/SC Lifecentre	Towards office equipment to enable Lifecentre's development	£1500.00	Jamie Fitzjohn	No evaluation form received.
63/SC CYE Sailing	2017/18 Fleet Renewal	£2450.00	Viral Parikh	No evaluation form received.
122/SC Festival of Chichester	Towards Festival of Chichester 2018 programs	£1,800.00	Jamie Fitzjohn	No evaluation form received.
135/SC Sussex Clubs for Young People	Towards setting up the Duke of Cornwall award	£830.00	Simon Oakley	No evaluation form received.
143/SC Chichester Forest Schools	Towards nurturing children project	£2,500.00	Louise Goldsmith	No evaluation form received.
144/SC Chichester Community Development Trust	Towards the community garden	£2,500.00	Jeremy Hunt	No evaluation form received.
170/SC Lavant Parish Recreational Trust	Towards replacement Toddler area fencing	£2,100.00	Jeremy Hunt	No evaluation form received.
180/SC Dementia Support	Dementia Support Hub	£2,500.00	Simon Oakley	No evaluation form received.
182/SC Boxgrove Village Hall	Towards a community defibrillator	£2,454.74	Jeremy Hunt	No evaluation form received.

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South Chichester County Local Committee

12 June 2018

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

Report by Director of Education and Skills

Ref: SC04(17/18)
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 nominations for reappointments of Local Authority Governors 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

Deborah Myers

Director of Education and Skills

Contact: Governor Services Administrator
0330 222 8887

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

Appendix B: - Current Vacancy List

Background Papers: None.

Local Authority Governors - Nominations Under the 2012 Regulations

Maintained Schools

Nominations for Reappointments:

Jessie Younghusband Primary School

Mr Martin Tomlinson for a further four year term

Funtington Primary School

Mr Ray Knight for a further four year term

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Authority Governor Vacancies for the South Chichester County Local Committee Area

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

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