

Southbourne Parish – WSCC report February 2025



Action suggested

1. Review TRO and CHS applications as proposed by Southbourne Road Group, including support for BVTs
2. Confirm Speedwatch Group locations and details of any Westcotec SIDs covering the Parish

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WSCC planned council devolution

In Dec 2024, WSCC was briefed on the implications of the Government's White Paper on English Devolution and Local Government Reorganisation. The Government requested responses from upper-tier local authorities (County Councils and Metropolitan Boroughs) by 10 January, which gave little time for Councils to consider their options.

These were the three proposals from WSCC, ESCC and Brighton & Hove councils – **all have now been accepted:**

1. Join the Government priority programme for the devolution to a new Mayoral combined authority for Sussex
2. To confirm preparedness to develop plans for unitary councils across Sussex
3. To ask to postpone the County Council elections until May 2026 so Sussex proposals can be worked up

The second proposal means three Unitary Authorities of min 500,000 population, likely West Sussex would include Chichester, Horsham, Arun and possibly Crawley Worthing, Brighton and Move plus Worthing and East Sussex, but any unitary configuration would be agreed with the Government.

- **On 5th Feb approval was confirmed. Work now begins to create a Sussex Mayoral Authority**
- **Elections are currently planned for May 2026 with a mayor and two representatives per Unitary Authority**
- **No immediate changes to the operation of local authorities in Sussex or the services that they provide**

The government now wants a Sussex Authority to provide strategic leadership for 1.5m people on issues including:

- Housing and new development planning
- Highways and transport (excluding the A27 and A23)
- Schools and education
- Economic growth
- Skills and training
- Environment and climate change
- Healthcare
- Public safety
- Police

No detail on any plans for reorganisation of local government are available as yet, except that Borough and District Councils have now also been contacted for consultation. It is likely any reorganisation proposals will only become clearer between end Feb and March 2025 and more extensive public engagement in the process will be carried out.

Details about broader public and stakeholder consultation will be given by the Government, likely in March.

Guide to council services

Service	Sussex Unitary Authority	West Sussex County Council	Chichester District Council	Town & Parish Councils
Allotments				✓
Building Regulations	✓		✓	
Business support and rates	✓		✓	
Bus shelters				✓
Cemeteries				✓
Children's playgrounds				✓
Community or village halls				✓
Council Tax Collection	✓		✓	
Economic Development	✓	✓		
Education	✓	✓		
Electoral Registration	✓		✓	
Environmental Health	✓		✓	
Fire & Rescue	✓	✓		
Highways (incl. street lighting)	✓	✓		
New and Council Housing	✓		✓	
Leisure and amenities	✓		✓	
Libraries	✓	✓		
Planning applications	✓	✓	✓	
Police	✓			
Protecting the public	✓	✓		
Public Health	✓	✓		
Public Transport	✓			
Public Rights of Way (PROW)	✓	✓		
Roads	✓	✓		
Social Services	✓	✓		
Sports fields				✓
Street cleaning	✓		✓	
Tourism	✓		✓	
Trading standards	✓	✓		
Traffic calming (TRO and CHS)	✓	✓		✓
War memorial maintenance				✓
Waste collection	✓		✓	
Waste disposal	✓	✓		

TRO update and road safety program

The Stein Road LTIP (Local Traffic Improvement Program) project is agreed for implementation in May and other TROs and CHSs are being progressed by the Southbourne road group headed by Lyn Hicks.

Chidham and Hambrook PC will coordinate a Community Highway Scheme / TRO (TBC) by 31 July 2025 to reduce the speed limit on the A259 from the west end of the Bosham Straight to Patricia Way from 40 mph to 30 mph. This will require extensive public consultation as there are many residents living along this 1km stretch of road.

Number	Parish	Parish sign	TRO type	Location	Notes	Parish Council
LTIP0066	Southbourne	Safety	CHS	Stein Road Roundabout to South Lane	Working with WSCC Highways for LTIP 2025 scheme all along Stein Road	Lyn Hicks
TRO S2	Southbourne	30 mph	Speed	Priors Lease Lane	30mph to replace NSL. 22mph measured speed, no accidents	Lyn Hicks
TRO S3	Southbourne	20 mph	Parking	Inlands Road + Cooks Lane	20mph + double yellows on inlands W side opposite estate	Apply for TRO
TRO S4	Southbourne	20 mph	Speed	Traveller's Joy to Prinsted Lane	20mph to replace 30mph to support Chemroute	Apply for TRO
TRO S5	Southbourne	20 mph	Speed	Tuppenny Barn to Emsworth roundabout	20mph to replace 30mph and reduce high incidence of road casualties	Apply for TRO
TRO S6	Southbourne	Lining	Safety	Bourne Community College	Coach / minibus parking lines, 'no parking at any time' and school gate area	Apply for TRO
TRO S7	Southbourne	Lining	Parking	Thorney Road East side	Double yellows in two or three sections to aid traffic flow to Thorney	Apply for TRO
TRO S8	Southbourne	Lining	Parking	Area north of Southbourne rail station	Double yellows to prevent parking near crossing / station bike area	Apply for TRO
3096216	Southbourne	Lining	Parking	Junction of New Road	Resident wants duple yellow on East as well as west	Lyn Hicks
TRO S9	Southbourne	20 mph	Speed	Thorney Road (and One Church access Road?)	20mph to replace 30mph	Apply for TRO
TRO S10	Southbourne	20 mph	Speed	Prinsted Lane	20mph to replace 30mph	Apply for TRO

I had a meeting with Joy Dennis, WSCC Highways Cabinet Member to review feedback from Bourne Parishes that are dissatisfied with the lack of success in obtaining TROs for speed reductions, after many were rejected by WSCC.

I am still trying to persuade WSCC Highways to improve the vetting process for speed reduction TROs, as the process appears to penalise rural speed reductions (two thirds of these type pf TROs failed last year). This is because there is little Police accident evidence or evidence of speeding on WSCC databases, despite SID, Speedwatch Group, resident and Parish reports and photos to the contrary. For this reasons I have asked for more recognition of local SID and Speedwatch Group data to be taken into account in both TRO and CHS applications.

It is important to note I was told that evidencing email support from your WSCC Councillor is essential, but that it can also benefit applications if you can prove support from your District Councillors and local MP for proposals.

Speedwatch Groups and Westcotec SIDs

We appreciate that getting volunteer for Speedwatch grouis is not always easy, as is the case recruiting Parish Councillors. **Can I please ask you to confirm if you have any active Speedwatch Groups and their regular locations.**

After analysis of Westbourne SID data, it is no surprise that this highlights that Bourne Parishes have an issue with speeding, particularly between 6 and 8am and 10 and 12 pm. However, I understand some Parishes have difficulty extracting and analysing the data from their SIDs as this can only be done via Android phone and Windows software.

Can you also confirm if you have any Westcotec SIDs ('slow down' or smiley / sad face types).

Westcotec SIDs use the Houston Radar Stats software and can have their data downloaded via Bluetooth, and I suspect that both Southbourne and Chidham and Hambrook have these type of Westcotec devices.

Thorney footpath update

Southern Water is still engaged with the DIO on legal ownership, with no resolution to date. Work will therefore progress with agreement between DIO and WSCC, but I have asked other contacts at SW for a repair contribution.

The initial WSCC review on the failing structure under the footpath was passed to the MoD for review with their repair contractor Vinci, who will assess the structure formally and produce a repair report with costs.

We can then decide who should pay towards the repair bill to make the metal and concrete structure under the footpath sound so the Eastern access gate and footpath can be reopened.

Bourne Community Bus financial update

The bus travels around 18,000 miles a year and is expected to last around 5 years before replacement.

Since January 2024 we have been operating the Bourne Bus under Community Transport Sussex which has provided operational support services, as well as helping us with fundraising via Funding People and guidance on reducing the overall running costs of the Bourne Bus, with the aim to keep it independent.

Since 2022 we have never charged for resident bus travel and we do not pay drivers, except for resident hires. Therefore, funding the bus has always been financially challenging and, since 2022, I've had to raise £57,000 to keep the bus running.

Funding has come from Parishes, the National Lottery WSCC, CDC, Tesco, hire charges and other sources. SAAFA provides free driver training, and for funding bids we now use the services of Funding People, who support UK CICs and charities, and who have £30,000 in bids in currently via Community Transport Sussex.

With annual running costs of £25,000, in Oct 2024 we swapped the 21 reg Mercedes Sprinter 514CDTi we had been running since April 2022 for an 18 reg WSCC minibus. The current bus is exactly the same specification but with lower miles on it. This automatically reduced operational costs by £5,000 per year.

Bourne Bus annual costs as at end 2024:

- £8,240 WSCC via monthly hire charge
- £5,400 Diesel fuel
- £1,360 Servicing and ancillary costs (Tyres, oil etc)
- £1,860 Vehicle insurance and breakdown (via CT Sussex)
- £3,000 Operational costs (CT Sussex admin)
- **£19,860 Total annual costs**

Bourne Bus regular non-grant annual income:

- £10,000 6 Parishes, WSCC, bus hire charges, BSOG refund

2025 funding strategy

After meeting with CT Sussex in Jan 2025 regarding a more sustainable funding model, we said we would see if we could run the Bourne Bus through the newly created In Our Area, a new CIC set up to run charitable, leisure, arts and entertainment projects in the Bourne area West of Chichester.

Change of ownership **automatically reduces bus operational costs by £2,000** (CTS admin fee PA) whilst still being able to use CT Sussex group buying power in areas like tyre purchase, servicing and annual insurance.

Despite this, to save further operational costs we believe it makes sense to change the licence under which the bus runs. From Spring we plan to change the licence the bus licence from a section 19 to a section 22 licence. This enables us to take passenger fees via online Sum Up device and credit / debit card.

We have undertaken passenger research that suggests that this £3.00 charge is acceptable to the majority of our current passengers, so we expect to maintain near to our current 300 journeys per month. We plan to charge circa 20% of our passengers £3.00 per journey, in line with subsidised bus fares in place on all other commercial bus services in 2025. We would not charge the children returning to Thorney Island.

A Section 22 licence will also enable us to get a substantial refund from Government for the 80% of our passengers with a Bus Pass, so we get 75% x £3 and bus pass passengers get free travel on the bus as now.

This will result in at least a £7,000+ Government rebate and reduce bus costs down to £11,000 per year.

This means that, with Parish and other regular contributions, we can make the bus almost break even.

We will work with WSCC and CT Sussex to set up the Section 22 licence (takes circa 10 weeks) so plan to change our operational model in April / May. We will inform all Parishes and residents of any changes.

Parish contributions to the Bourne Bus

Parishes are reminded that their critical annual contributions towards the running of the bus are due on 1st June 2025. It would be useful if you could confirm back to me via email that you are willing to contribute the same amount as you did last year, so we can budget accordingly

Bourne's Forum with Southern Water

The Bourne's Forum met with Nick Mills and Mike Rustell of Southern Water on Mon 27 Jan. Nick covered a wide range of SW initiatives that are being put in place, following the Ofwat approval of their plans for 2025 to 2030, what they call 'AMP8'. SW investment over 2025-30 will be £1.6bn.

These five year plans include sewer pipe lining (Lavant and Funtington have shown these to be effective, but the process takes a lot of time), fixing house to sewer connections where the house sewer pipe has broken and is leaking (this is the legal responsibility of the homeowner, but SW is paying).

SW also pointed out that, unlike other water companies, they have not given out any shareholder bonuses since 2016. However, after several years not giving any bonuses to their CEO, Lawrence Gosden received a £183,000 bonus in 2023-24.

21 specific questions were raised by the Forum covering SW funding, sewage reductions, new housing developments, climate change and flooding, storm sewage overflows and Chichester sewage capacity. These will be answered directly by Mike Rustell of SW.

Changes to Southern Water CSO Policy

SW has changed policy on Combined Sewage Overflows (CSOs) and paying houses and businesses, with these old (generally pre 1990 connections) to remove them from the sewer network. SW is also working with WSCC Highways to find ways to prevent agricultural runoff and road runoff from getting into the SW sewer system.

The significant change is how SW assesses surface water discharge into the 'foul only' and combined public sewers. SW will refuse any request to discharge surface water into their foul only sewer network, on the grounds that the discharge is prejudicial to our sewerage network and detrimental to the environment. This includes where the surface water hierarchy has been followed and all alternative options have been exhausted.

Optimisation - Pathfinder Process

1. Optimisation - reconfiguration of permits and existing sites will help us drive down spills in the short term
2. Misconnections – review and removal of connections into the sewage system especially rainfall driven outlets
3. Non Household and household – SuDS implementation on new and some older housing and estate developments
4. Highway Schemes – working with WSCC Highways to minimise drainage into the sewage system from main roads
5. 6. Monitor – check whole areas to review where excess rainfall and CSOs are adding to sewage flows

In addition, a surface water discharge to the combined sewer will only be permitted under exceptional circumstances. This approach ensures that we work together to better protect the environment, improve water quality, and reduce flood risk.

The policy update also supports SW work to separate rainwater from sewage at source to meet storm overflow reduction targets under Defra's Storm Overflows Discharge Reduction Plan, as well as to reduce the number of sewer flooding incidents that are caused by hydraulic overload of our sewer network during rainfall periods.

SW appreciates the challenges of delivering housing targets set out in local plans and are grateful to those local authorities who have already added planning policy and/or conditions, stipulating that a surface water discharge into the foul sewer network will not be permitted. These conditions/policies support SW in improving the environment and protecting customers from foul sewer flooding.

WSCC Budget update

The good news is that the WSCC 2025/26 £31m budget gap is fully financed but includes some cuts to home to school transport to balance the budget. WSCC is fortunate in being able to plan a balanced budget from April 2025 with 4.99% Council Tax increase and using £8m in reserves, with no cuts to major services.

This compares with other Counties like Hampshire, which has had to cut £176m from services. 66 English councils are also reported to be in dire straits financially with Council deficits in England sitting at £3.2bn, with an ongoing call on Government to better fund Local Authorities at all levels, regardless of the current Devolution plans.

[WSCC Council Plan 2021–2025](#) sets out four priorities, with an underlying theme of protecting the environment.

1. Keeping people safe from vulnerable situations
2. A sustainable and prosperous economy
3. Helping people help themselves
4. Making the best use of resources

Following a review of WSCC operations, the 4 priorities set out in the Council Plan have not been changed although outcomes, KPIs and targets have been updated to ensure they remain relevant and effective.

Budget actions

- **Launch of Cross Cutting Programmes** - seeks to identify and deliver opportunities to work as one council to manage demand pressures, provide savings but maintain outcomes. The approach reflects a new phase for the County Council, having built strong foundations of good governance and stabilised core service provision, WSCC is moving to establishing a “one council” approach.
- **Adult Social Care** - ‘The Life you want to lead’ and the Care Quality Commission Inspection (CQC). Sept 2024 notification given of CQC assurance process. CQC Assessors on-site visit in Feb. An opportunity to demonstrate the positive impact on the lives of people we support, and the good progress of our improvement programme.
- **Children’s Services and Fire & Rescue Service** - Significant progress in improvement journeys. OFSTED, SEND, HMICFRS inspections and OFSTED Care Leavers completed.
- **Significant demand pressures** – Impacting both adults and children’s social care and the education high needs budget and home to school transport.
- **Highways network** - still under pressure. Increase in Government capital funding for 2025/26 has to be sustained to tackle maintenance backlog. Cancellation of A27 improvements with no alternative actions.
- **Waste and Recycling** - work underway to start separate food waste collection from April 2026. First tranche of funding received under Extended Producer Responsibilities.
- **BC and DC charges on second homes** - yielded 2.3% additional funds towards council budgets.

Online Survey on Council Priorities and Balancing the Budget

- Received 3,222 responses.
- Respondents were asked whether they agreed with WSCC priorities, of which 75% generally agreed
- Respondents supported lobbying government for funding as a preferable to address resource challenges, as opposed to reducing service provision
- Respondents highlighted making the best use of resources and managing funds wisely should be a top priority, including eliminating wasteful spending, such as the £10m lost in failed contracts from 2014

Autumn Budget (30th October)

- Additional grant of £1.3bn through the Local Government Finance Settlement.
- £1.1bn of funding for the Extended Producer Responsibility scheme.
- Reform of the approach to allocating funds through the Local Government Finance Settlement including multi-year settlements.
- National Living Wage for 2025/26 increased from £11.44 to £12.22 (6.7%).
- Employers National Insurance Contributions increased in April 2025 from 13.8% to 15.0% and the threshold reduced from £9,100 to £5,000.
- OBR update on economic forecasts.

Provisional Local Government Finance Settlement (18th December)

- Council Tax referendum thresholds – 3.0% and 2.0% for Adult Social Care.
- A further £0.7bn of additional grant, a total of £2.0bn through the Settlement.
- 5.9% increase in Core Spending Power (of which 1.5% relates to Government Grants and 4.4% Council Tax)

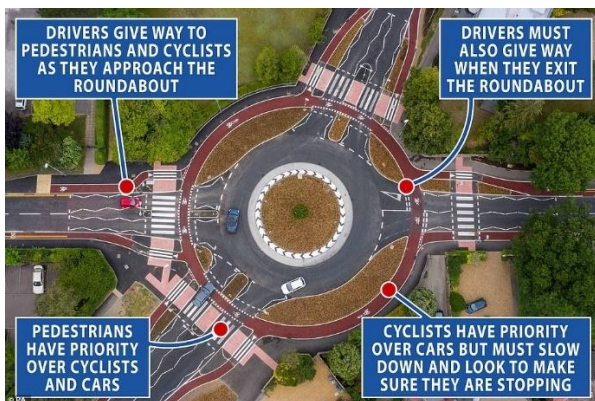
Chichester Dutch Roundabout – live 17 Feb

After initial public consultation way back in July 2021, and after many months of roadworks, the new Chichester Dutch Roundabout is due to launch. The £900k cost has come from developers. The aim is to improve cycling and pedestrian safety and get more people cycling and walking over this busy roundabout. It works perfectly in the Netherlands: [5 minutes of traffic on a Dutch roundabout with bi-directional cycling lanes - YouTube](#)

Link to the WSCC page for the Chichester scheme. [Chichester – Westgate Roundabout conversion to Dutch style Roundabout | Your Voice West Sussex](#) On this page is a link to a video produced by the designers.

There is no doubt that the new layout does require a change in driver behaviour, particularly in having to give way at the exit as well as the entry to the new Dutch Roundabout. WSCC has said there will be clear signage to support this, and the scheme also has measures to reduce vehicle speeds and improve all traffic visibility.

This is the third such roundabout in England, after Cambridge (2020) and Sheffield (2024), but with more coming. The respective designs to date are shown below, Cambridge on the left, Sheffield on the right:



Part of their undoubted success in the Netherlands is down to three factors: 1) Cyclists are at least 30% of the traffic density in Holland 2) Almost every Dutch person grew up with a bicycle so most car drivers are also cyclists. 3) If the rules favour the weakest in traffic, and you know how that feels, you behave well on the roads.

The main issues are likely to be drivers not understanding current Highway Code road user priority, an initial low proportion of cyclists and pedestrians using the roundabout, drivers assuming they have right of way (they don't), as well as the many drivers we meet who can't seem to remember to give way to the right on entry.

Based on cycling experience many drivers may also not know Highway Code rule 195 from 2016:

- Look out for pedestrians or cyclists waiting to cross and **slow down or stop**
- You should give way to pedestrians or cyclists **waiting to cross**
- You **MUST** give way when a pedestrian or cyclist has **moved onto a crossing**
- Be aware of pedestrians or cyclists approaching **from the side of the crossing**

The new roundabout will undoubtedly face challenges, depending on users and volume of traffic. However, the result in Cambridge, after a settling down period, showed a 50% increase in cyclists versus and pedestrians using the Dutch roundabout versus the standard previous version.

WSCC will be undertaking a safety review under stage 3 of the RSA process when it launches to assess the operation and safety of the completed scheme.

The planned roundabout completion date is 17th February and we look forward to seeing it in action.