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| Report: | **Lewes Road TRO Proposal - Mr Graham Turner** |

**Summary**

This report considers the position is respect of the proposed Lewes Road TRO, championed by Mr Graham Turner.

P&TC’s agreement is sought to progress the initial consultation as recommended by WSCC Highways, at a cost of £6,500, with a view to progressing to a formal application to WSCC’s County Local Committee following completion of the consultation.

There is currently no budget allocated by Lindfield Parish Council for this scheme which has a potential total cost of ~£16,000 and this paper also considers funding options accordingly.

**History**

In 2015 an areawide TRO restricting HGVs through a number of villages in the Mid Sussex District was proposed, with wide local support. Technically this remains under consideration by WSCC Highways however, it is effectively considered to be ‘dead in the water’ as WSCC Highways do not support it, with concerns that it would (a) effectively restrict HGVs over a relatively wide area impacting negatively on commerce and (b) that enforcement over such an area would be extremely difficult. LPC’s subsequent traffic study was focussed more on local engineering enhancements (speed tables, width restrictions etc) in various locations across the village but again did not gain support from WSCC, largely reflecting their views that there was insufficient evidence of speeding or accidents. It appears that ‘the door may still be open’ to individual elements of the study subject to funding and will be pursued by LPC in the future; the two SIDs being part of this endeavour to collect better data.

**Background to the current proposal**

Villagers continue to be concerned about the volumes of HGVs passing through the High Street, citing vibration damage to listed buildings and on occasion speeding, as well as travelling with uncovered loads; dropping dust and material. A particular concern is the Lewes Road / High Street junction where such vehicles frequently mount the pavement to the detriment of pedestrian safety.

In Q3 2018 Mr Turner proposed a TRO on HGVs on the Lewes Road between Gravelye Lane and Lindfield High Street. The idea being that with appropriate signage HGVs would use the A272 in line with WSCC Advisory Lorry Routes rather than take short cuts though Lindfield. Such restriction would also reduce the propensity for HGVs to travel North/South through the High Street as they would be unable to exit via the Lewes Road. It was recognised from the outset that enforcement would be an issue however, a combination of signage, the gradual recognition of the restriction in the navigation planning used by such vehicles and villager’s own focus on the issue – if necessary, contacting transgressor haulage companies directly, would over time improve the situation. Alongside this, LPC wrote to local planning authorities seeking their co-operation that for larger developments the required Construction Management Plan would prescribe the use of Lindfield High Street / Lewes Road. Four of five planning authorities agreed to consider this accordingly.

Mr Turner’s application was submitted at the end of January 2019 and included support from ~1200 petitioners as well as Lindfield Parish Council. Following various meetings, conversations and a formal complaint, in July 2019 WSCC Highways Authority issued a letter stating that it would not support the application. In December 2019 a meeting was held with the Head of Highways and following further machinations ultimately resulted in a more positive approach from WSCC Highways, although a number of hurdles remain.

**Current Position**

As shown in Appendix One, WSCC Highways have advised a number of steps required to progress this proposal further and an estimate has been obtained (see copy) for the Consultation at £6,500. Both P&TC and Full Council have previously indicated their intention to support this scheme financially, subject to understanding the amounts involved.

It was made clear by WSCC that Section 106 or similar funding cannot be used for the purposes of the consultation and consequently LPC needs to decide whether to fund this element. There is, of course, the potential danger that the consultation / subsequent application to WSCC’s CLC (see Appendix One) does not allow the scheme to progress further and this expenditure is therefore ‘lost’ or more work is required.

Further, whilst a number of potential sources of S106 monies have been identified (see Appendix Two) which may be able to fund implementation, experience has shown that this is not as clear cut as it might seem. Accordingly, LPC might wish to consider whether it is prepared *in extremis* to fund the implementation phase (~£9,500).

For context, the Parish Office continues to receive communications from residents asking what has happened to the proposed TRO / when will it happen / how can the flow of HGVs be reduced etc. It is therefore clear that many villagers continue to consider this to be an important issue to them.

**Way Forward**

P&TC should consider whether to recommend funding the consultation phase and, concurrently, discuss with CLC members their concerns and preferences during this phase.

The Deputy Parish Clerk in conjunction with the Chair of Planning and Traffic Committee will liaise with WSCC Highways with a view to ensuring that the Consultation is carried out in line with WSCC’s requirements. Alongside this, further discussions will take place with both WSCC and MSDC to pin down suitable funding.

As no budget currently exists for this project, F&GP and ultimately Council will need to be approached to agree how this could be supported; initial discussions indicate that there may well be an underspend in other areas during this financial year, reflecting the impact of Covid-19. If necessary, consideration could be given to using other reserves to allow implementation, recognising also the evident interest in this project by many villagers,

**Recommended Action**

1. Agree whether to go ahead with consultation and recommend funding subject to agreement by F&GP / Council
2. Councillors to undertake appropriate liaison with CLC members
3. Consider wider funding issues and sources for the overall project.

**David Parsons**

**Deputy Parish Clerk**

**Proposed Lewes Road TRO – next steps**

1. **Funding** identify the source of funding.
2. **Informal Consultation** to finesse out any showstoppers
   1. RS advised that an appropriate Traffic Consultant should be engaged to undertake this (‘The Project Centre’ was mentioned as a possible candidate – RS would provide details)
   2. Accordingly, it would be important as well as selling the benefits of the scheme at the Lewes road / High Street junction, that the consultation clearly sold the routing as being following A roads, to minimise concerns from residents in potentially affected roads (e.g. Gravelye Lane, if vehicles had left the A272 etc)
3. A **formal application** would then need to be advertised in the local papers, street notices, gazette etc. Once advertised, the proposal cannot be changed (a new application would be needed), hence the importance of the informal Consultation and need to address concerns raised.
   1. The Police and other emergency services, haulage cos, DPD type delivery business would be consulted at this stage
4. **Central & Southern CLC** would consider the application in the light of the feedback following the formal application. If there were more than 5 objections the CLC might not approve the proposal.
   1. Consideration should be given to engaging with members of the CLC during the earlier stages to gauge their concerns, seek their advice etc
5. **Legal Order** – with the consultants help a legal order would then be prepared and the works costed (budget ~£2k for signs/posts/contractors)
6. **WSCC Highways Legal** would undertake the formal advertising of the order and the press advice etc. This is understood to cost £7,500.
7. **Implementation**

RS advised that WSCC Highways won’t stand in the way of this proposal, but it will of course have to pass the process detailed above.

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| **#** | **Description / Reference / Site** | **Original/ Current £s** | **Held By** | **Comments** |
| 1 | Taylor Wimpey Gravelye Lane development S106 7/3/17 “towards improvements at the junction of the B2111 Lewes Road / B2118 High Street” | 9,440 | WSCC? | * 10/2/19 JAE for MSDC advises Planning comment “does not specifically relate to the development from which the money was collected or result in physical improvements to the Lewes Road/High Street junction, using this money for the TRO would not be possible” * It is worth highlighting that the agreement does not reference physical improvements notwithstanding MSDCs comments |
| 2 | £144k Land East of Gravelye Lane and North of Lyoth Lane S106 agreement dated 30/10/13 “Local Community Infrastructure Contribution”. | 144,000/  7,616.24 | MSDC | * Referenced by Sam Mason at WSCC “We have a contribution form planning application LR/4316/12 (Land To The East Of Gravelye Lane, North Of Lyoth Lane, Lindfield, £144,000 received) which could be used to fund a TRO in this location.“ but have been unable to make contact with him to confirm details/availability * MSDC would appear to have £7,616.24 available of £148k received under this reference, headed Lindfield Rural (?). Remainder spent / £75k ringfenced for Common CP improvements. * MSDC advise £7,616.24 ‘available’ |
| 3 | Pedestrian crossing outside of the KEH but this was quickly stopped! >£25k available but short notice cancellation costs mean reduced to <£20k | ? | WSCC? | * Contact 13/10/17 Andrew Howick at WSCC, understood to be S278 Highways Agreement relating to Land East of Gravelye Lane 2013. Barrat offered a Deed of Variation at the time crossing was stopped… * old email chain references Glenn Pendry at barrathomes and mark akmenkalns at WSCC |
| 4 | LCI in relation to Newton Road 08/2903/FUL | 1,313.77 | MSDC | * MSDC advise available and needs to be committed asap |
| 5 | Land at former Blackthorns Nursing Home 122/032227/FUL | 28,800/ 25,271.75 | MSDC | * Categorised - Lindfield, Sustainable Transport. MSDC have advised “… there is £25k sustainable transport  available, however, due to the location of the development and the location of the TRO … wouldn’t consider this appropriate use of funds” |
| 6 | DM/16/5648 Land East of Gravelye Lane | 30,324.40 | MSDC | * Under Lindfield Rural, Local Community Infrastructure. Earmarked for Lindfield Common Toilets |
| 7 | DM/16/3119 Land at Barn Cottage, Lewes Road | 22,929.17 | MSDC | * Under Lindfield Rural, Local Community Infrastructure. Earmarked for Scaynes Hill Toilets |