



TRO Plaistow Steering Group

MINUTES of Plaistow and Ifold Parish Council's TRO Plaistow Steering Group Meeting held on 21st April 2021, 15:00, via remote conference call (Zoom).

Present Cllr. John Bushell (TRO Chair); Mr Alan Pearson (Former Chair of the PC) and Catherine Nutting (Clerk & RFO)

1. **What are Traffic Regulation Order (TRO) application requirements?**

TROs are legal documents that enable West Sussex County Council, as the local highway authority, to manage traffic in the county on a temporary or permanent basis. They are required to implement:

- **parking places**
- waiting, loading and unloading bays
- **speed limits**
- **double yellow lines**
- **one-way streets**
- turning bans
- **prohibitions of vehicles**
- vehicle weight restrictions
- bus and cycle lanes
- taxi ranks.

Before making an application, it is important to evidence the support of the wider community to demonstrate that the TRO will not be opposed by residents during the legal stages. The following actions should be undertaken before progressing an application:

- Contact your local County Councillor to discuss your proposal: Janet Duncton.
- Contact residents/businesses/local police and any other party e.g., schools in the area affected by the proposed TRO and ask them whether they support the idea. The names and addresses of those in support will be part of the evidence required.
- Consideration must be given to any negative impact the proposal will have on other local communities.

TROs are prioritised on safety / traffic conditions / environment and economy / how people will benefit from the new proposals.

Applications with the best chance of success demonstrate that they significantly contribute to at least one of these areas.

The application itself requires the following information:

- Name of the local county councillor you have discussed this request with
- Name of the road(s) you would like the TRO on
- Type of TRO requesting
- Why is the TRO necessary?
- Is the TRO likely to have a further impact on adjacent/other roads/routes?
- Attach a sketch to help us understand more with your request
- Attach details of affected residents and/or businesses in the area that support your request.

All proposals are assessed. If the proposal is supported by WSCC and in accordance with any relevant TRO Policies (such as the WSCC Speed Management Policy, which is available on request) it will be considered by the County Local Committee (CLC) for future programming and formal consultation.

Once the formal consultation period is over, a decision may be required by the CLC. If the TRO is approved, arrangements are made for the necessary signs and road markings to be provided. A final notice will also be advertised in a local paper stating when the Order will come into effect.

It should be noted that the TRO process is a democratic process. This means that any proposal may be implemented in full, in part or declined by the CLC due to objections or representations at the formal consultation stage.

[Source: WSCC website](#)

2. **Public consultation**

To date, the Parish Council has instructed SW Transport Planning Ltd to undertake a speed survey along Rickman's Lane dated December 2020 (Appendix A) and written to residents along Rickman's Lane (February 2021) to garner their views. The Parish Council received 9 responses in total, all of which are positive – Appendix B.

3. **Other TRO requirements in Plaistow**

The Clerk advised of the dangers experienced / witnessed to young children and their parents crossing the road at the Sun Inn / Holy Trinity Church corner, where Loxwood Road meets The Street. There is no signage for approaching traffic travelling along Dunsfold Road towards the Church that there is a school/children crossing in the road. Cars park on the nearside of the sharp/blind left-hand bend (Dunsfold Road, by the Church) which has no restrictive road markings (double yellow lines). This causes traffic joining Dunsfold Road from either The Street or

Loxwood Road to take the corner wide (if they have local knowledge of the parked cars) which means they are in the path of oncoming traffic; or they are at risk of 'rear-ending' the parked cars if they do not take the corner wide and have to stop suddenly.

In 2019, Alan Pearson as Chair and the Clerk had a meeting with the school and Highways to consider a one-way system along Loxwood Road during key school hours (9am & 3pm). These issues should be re-considered by the Parish Council.

The need for better parking for school parents within Plaistow was discussed and the possibility of asking Anne at The Sun Inn, if her back carpark could be used by parents at drop off/pick up times?

4. **Further public consultation**

Alan Pearson advised the requirement to robustly evidence the need for the TRO and community support. Therefore, Cllr. Bushell suggested that, given the limited response to the letter and the other potential TRO applications required within Plaistow, a further comprehensively drafted market-research type survey be drafted (Cllr. Bushell's business specialises in conducting such research within an unrelated sector). Cllr. Bushell will ensure this survey is properly distributed and promoted to maximise completion/usefulness.

5. **Next steps**

The following was considered the most appropriate next steps to progress the TRO application for Rickman's Lane and other matters within Plaistow –

1. Contact WSC Cllr. Janet Duncton to advise her of the Parish Council's intention to apply for a TRO to extend the 30mph speed limit along Rickman's Lane and update her on the other road safety concerns within the village (school signage / double yellow lines / one-way system / parking enhancement)
2. Invite WSCC Highways, Cllr. Duncton and the Parish's PCSO for a 'walk about' to witness the dangers.
3. Draft and conduct a comprehensive survey, to include schools input/support and local businesses such as The Sun Inn / Plaistow Stores.
4. Make the TRO application(s)
5. Support / defend the application(s) at the County Local Committee meeting(s).

There being no further business, the Chair closed the meeting at 15:35 hours.