

CHO Issues/Works/Support

Issues

1) High Street, Hurstpierpoint:

- a) Conflict between designated Pinch Point outside Nationwide B/Soc and white lines bordering "Keep Clear" signage on road at junction with West Furlong Lane. West bound traffic stops at the white line(s), thereby encouraging east bound traffic to ignore the Pinch Point priority, leading to gridlock at other Pinch points further east.
- b) Loading Bay outside New Inn. This is currently "Loading only" between 6.00 – 12.00, with general restricted parking outside those hours. Non delivery vehicles use the Bay during the restricted period, and delivery vehicles need access to the Loading Bay outside those hours. In both instances this leads to larger delivery vehicles having to park elsewhere in the High Street, and traffic gridlock.

2) South Avenue, Hurstpierpoint

Poor parking causing underutilisation of the available parking space. Need to maximise all possible parking zones within the village.

3) Manor Road, Hurstpierpoint

Poor parking causing underutilisation of the available parking space. Need to maximise all possible parking zones within the village.

4) Cuckfield Road

- a) Speeding, especially by South bound traffic, both within the built up area and leading into the 30mph zone at the north end. The existing 30mph signs can be difficult to see, especially with adjacent vegetation in the summer, and provide no buffer zone ahead of the recently expanded built up area at that end of the village.
- b) By convention, and also influenced by some parking restrictions at the south end of the road, parking takes place on the west side of the road. This creates a significant length of road where south bound traffic has priority. In turn, waiting north bound traffic backs up towards, and beyond, the Mini Roundabout causing gridlock. Although this situation can take place at any time between, say 7.30 and 18.30, it is particularly prevalent in the morning rush hour, influenced in part by traffic to Hurstpierpoint College, and affecting the area outside the Village School.
- c) There is an increasing problem, particularly in the morning rush hour, with vehicles exiting Iden Hurst into Cuckfield Road. This will increase further as the development of 140 houses at Bramble Park, and which can only exit via Iden Hurst, is completed.

5) College Lane/ Malthouse Lane:

Usage of these roads has increased significantly, and this trend will continue with completion of around 240 houses on developments close by. Whilst issues of speeding on a partially derestricted road are subjective, there have been 2 fatalities in recent times, and action on 2 specific areas has been requested:

- a) The bend by Malthouse Farm, where South bound traffic tends to cut the corner.
- b) The derestricted zone of College Lane between Hurstpierpoint College and the built up area.

6) Brighton Road (near Washbrooks entrance):

By convention, long term parking takes place for 100metres+ on the east side of the Road, and thus North bound traffic has priority, leading to tailbacks southbound from the mini roundabout. The sight lines south for waiting traffic are restricted because of the slight curve in the road. A break in the line of parking would enable south bound traffic to pull in and reduce the waiting time and tailbacks. Although difficult to see, regular users of the road would soon become aware of its existence.

7) Reeds Lane, Sayers Common:

With the expansion of existing Industrial Units nearby, and existing and potential housing developments, parking along this road is increasing, and will continue to do so, thus creating a single line eastbound traffic flow priority, westbound tailbacks, and an increasing safety issue for pedestrians wishing to use, and cross, the road. There is also increasing use of the road as a rat run for HGV's driving between the A23 and the B2116.

8) London Road, Sayers Common (B2118):

Whilst now a "B" Road, it is a legacy of the former A23 trunk road, and thus wider than average. Whilst anecdotal perception of excessive speeding has not been backed up by recorded statistics, the majority of traffic does travel at around, or just above the 30mph limit and the width of the road makes it more difficult for residents to cross, in particular to access the Village shop. This situation will increase very significantly with a development of 120 houses approved recently.

Statistically it is unlikely that a formal Pedestrian Crossing would be justified/approved, but the creation of an informal crossing point would both reduce speeding and improve pedestrian safety.

Works

1) **High Street, Hurstpierpoint**

- a) Remove white lines bordering "Keep Clear" signage on the road at the junction of West Furlong Lane. "Keep Clear" wording to be retained.
- b) Re-designation of the loading bay to be 24 hour loading-bay only.

2) **South Avenue, Hurstpierpoint:**

- a) Designated parking bays of 5m length to be marked along the existing parking zone.
- b) Removal of yellow line on west side of road between junction with South Lane, and rear entrance to (former) Clifford Dann premises. This would allow 3 further spaces subject to 2 hour maximum parking in line with the existing restrictions in South Avenue.

3) **Manor Road, Hurstpierpoint:**

Designated parking bays of 5m length to be marked along the existing parking zone on South side.

4) **Cuckfield Road :**

- a) Existing 30mph signs at the north end to be moved about 70m further north.
- b) Single yellow lines (except where superseded by existing double yellow lines) to be marked –
 - on west side between Trinity Road and Marchants Road
 - on east side between Marchants Road and Fairfield Road
 - on west side between Fairfield Road and Iden Hurst.
 - on east side between Iden Hurst and Western Road
- c) Install Mini Roundabout at junction of Cuckfield Road and Iden Hurst, with appropriate double yellow lines.

5) **College Lane/ Malthouse Lane:**

a) Install a centre-white-line at the S-bend by Malthouse Farm. WSCC advise that there is a minimum width of 6.6m, and therefore such a line is feasible.

b) Section of College Lane south of the College to be altered from de-restricted to 30mph.

6) **Brighton Road (near Washbrooks entrance):**

Using double yellow lines, create a parking restriction/pull-in bay on the east side of (say) 20 metres, (say) 30 metres north of the entrance to Washbrooks Farm.

7) **Reeds Lane, Sayers Common:**

- a) Extend the double-yellow lines from the London Road roundabout into Reeds Lane for (say) 20 metres.
- b) Using double yellow lines to create a parking restriction/pull in zone of (say) 20 metres on south side of road. Precise location to be determined under advice.
- c) 'Access only 7.5t' restriction signs to be placed at the London Road end.

8) **London Road, Sayers Common:**

Either Install build outs on both sides of the road to create an informal Pedestrian crossing point opposite or near to the community shop, or alternatively install Traffic Island in centre of the road at the same location.

Support

Hurstpierpoint has a "Made" **Neighbourhood Plan**, and whilst individual factors apply to each of the Proposals listed, some of these Proposals relate to specific Aims contained within this Neighbourhood Plan. Where appropriate reference is made to these as indicated **below.

1) High Street, Hurstpierpoint

- a) Ample anecdotal evidence of the problem and the need to address it. At their request the "Keep clear" wording must be kept to enable Residents of West Furlong Lane to enter & exit the Lane.
- b) Original timing of the Restriction was done at the request of the Traders Association members who have now confirmed that they support the proposed change. In the first 11 months of 2018, there were 143 Contravention 23's (wrong class of vehicle) instances, and 5 Contravention 25's (parked in loading bay). Given limited Warden availability, the number of ACTUAL contraventions would have undoubtedly been very much higher.

2) South Avenue, Hurstpierpoint:

***Transport Aim 7 – "Strong Efforts will be made to identify a suitable site for Off-street parking, within a 5 minute walk of the High Street."*

General acceptance by Residents of the need to maximise the availability of Parking places in the Village.

3) Manor Road, Hurstpierpoint:

***Transport Aim 7 – "Strong Efforts will be made to identify a suitable site for Off-street parking, within a 5 minute walk of the High Street."*

General acceptance by Residents of the need to maximise the availability of Parking places in the Village

4) Cuckfield Road :

***Transport Aim 3 – "A scheme to manage Traffic Speeds and parking in Cuckfield Road, Between Chalkers Lane and the High Street, will be introduced as part of the housing developments at Little Park and Chalkers Lane."*

Ongoing concerns are being raised by Residents on what are at first glance conflicting issues of Speeding and Gridlock situations, depending on the time of day. Around 250 additional homes are being built in the northern sector of the village, vehicle access/exit to/from the developments being exclusively via Cuckfield Road. There is particular concern on the safety issue of gridlocked traffic outside the Village School situated at the south end of Cuckfield Road.

As the largest of the developments, Bramble Park, is built, residents of both the existing properties and the new development can take up to 15 minutes to exit Iden Hurst at peak times, the problem being exacerbated by the large numbers of vehicles being used to transport pupils to nearby Hurstpierpoint College.

The proposals will balance the traffic flow at peak hours, but also act to reduce speeds at off-peak hours, where there is little to discourage traffic choosing to ignore the 30mph limit.

5) College Lane/ Malthouse Lane:

***Transport Aim 4 - College Lane, Hurst Wickham – "A scheme to manage traffic congestion, pedestrian safety and parking will be investigated and where practical implemented."*

***Transport Aim6 – Minor Roads - "Schemes will be introduced to improve safety on those roads that are co-used by vehicles, pedestrians, cyclists and horse-riders."*

- a) There has been one fatality in this area recently. Sight lines are short and the camber of the road may be a factor in southbound traffic cutting the corner and then being faced by a narrowing of the road. The road is used by a significant number of "larger" vehicles using the road to Hurstpierpoint College.

- b) This proposal is made at the suggestion of Residents, and relates to a short stretch immediately south of Hurstpierpoint College. The road is used extensively by walkers and horse riders, and has a 90 degree bend where users are particularly susceptible. As above the road is used by vehicles to/from the College.

6) Brighton Road (near Washbrooks entrance):

The problem has arisen since the installation of Double Yellow lines at the north end of the road, and was not perceived as such at that time. Pressure on parking in the Village has meant that significantly more long term parking now takes place here, with the problem increasing accordingly.

7) **Reeds Lane, Sayers Common:**

***Transport Aim 1 – Safety* - “Safety of road and footway users in our rural Parish is of paramount importance and this factor will be core to the detailed policies contained in the Plan.”

***Transport Aim 6 – Minor Roads* – “Schemes will be introduced to improve safety on those roads that are co-used by vehicles, pedestrians, cyclists and horse-riders.”

Commercial development in Reeds Lane, Residential parking, and the use of the road as a short-cut, especially by HGV's are causing increased problems, especially at peak hours. Significant residential developments are scheduled in the immediate area, and which will access on to Reeds Lane. Parking in this narrow road leads to short sight lines, not only causing difficulty for drivers but even more importantly causing safety issues for pedestrians.

8) **London Road, Sayers Common:**

***Transport Aim 1 - Safety* - “Safety of road and footway users in our rural Parish is of paramount importance and this factor will be core to the detailed policies contained in the Plan.”

See “Issues” above. Requests by Residents for more stringent measures to improve pedestrian safety, and cut speeds are unlikely to be justified statistically, but either of the suggested proposals will go some way to alleviate matters, especially given the likelihood of an increased population in the immediate vicinity in the near future.

TL
9/2/2019