



## WEST HOATHLY PARISH COUNCIL

representing Highbrook, Selsfield, Sharpthorne, Tyes Cross and West Hoathly

### **Comments from West Hoathly Parish Council in response to the Draft West Sussex Transport Plan 2022-2036 Consultation.**

These comments relate to the C319 the 'main' road serving this parish. This road forms an unofficial East Grinstead bypass between M23 (Junction 10) /A264 and A22 Wych Cross. As well as traffic leaving the A22 at the Mormon Temple roundabout and re-joining the A22 at Wych Cross.

The principal reason that traffic divert to this route is severe congestion on the A22 London Road in East Grinstead between the A264 junction at Felbridge and the Gyratory system in East Grinstead at A264 Moat Road Junction. This highway carries the traffic of two busy A roads.

A large portion of this C319 rat run traffic is south-east north-west to and from Gatwick Airport. **Objective 13:** Minimise the impacts on the transport network of surface access to Gatwick Airport by passengers and employees and ensure transport network improvements take the needs of other users and communities that share these routes into account.

**Gatwick Surface Access** In addition to comments in para 4.47 please recognise the new Gatwick Airport Consultation for a northern runway [1] increased passenger numbers and construction workers travelling to and from East Sussex where housing costs are lower. This prediction is based on previous construction projects at the airport.

**The current position.** The C319 between Selsfield Common junction with the B2028 and the County boundary with East Sussex has carriageway widths are barely 3 metres and in places less, meaning that HGVs and buses cannot pass without difficulty. Unchecked growth of trees into and over the highway mean that it is often shaded from sunlight. High sided HGVs impact this growth. The road is used by significant numbers of cyclists. Parking particularly in Sharpthorne creates stationary traffic fumes poor air quality and traffic noise and driving on the narrow footway. In some parts there are no footways. These area all safety implications mitigating against walking and cycling (ACTIVE travel) by parishioners.

### **Bottom-up issues that are not addressed in this Transport Plan.**

You imply (para 4.61) that there is nothing that can be done about identifying 40tonne HGVs not using the PRN (Preferred HGV Route network). In future it should be possible to use the digital fibre infrastructure already installed in this parish with Automatic Numberplate Recognition to inform this problem.

Inconsistent speed Traffic Regulation Orders along this route should be reviewed and consistent speed regulations implemented. (This comment also applies to unrestricted sections of the B2028 between Turners Hill and Ardingly also within this parish.)

A consistent approach to cutting verges, hedges and encroaching vegetation, providing new footways and keeping existing footways clear in the interests of promoting ACTIVE travel.

Maintaining Vehicle Activated Signs in good repair or replace them with Modern Speed Indicator Devices.

Providing considered and competent advice to MSDC planning authority on the impact of new developments on highway access, highway parking, and road safety issues.

Maintaining the highway improvements in the 30mph TRO zone along the C319 between West Hoathly and Sharpthorne in accordance with the 2015 road safety and traffic calming improvements [2].

Maintain and clear blocked gutters and drain gulley's noting that those installed as part of the above project are completely blocked. This causes excess water on the highway potholes surface flooding splashing pedestrians and ice on the carriageway in the winter.

[1] Gatwick airport Northern Runway: making the best use of Gatwick CONSULTATION Autumn 2021

[2] Traffic Calming Study -C319 West Hoathly CH2MHILL March 2015