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Mr R. Anderton
Assistant Director – Commercial Services
Mid Sussex District Council
Oaklands
Haywards Heath
West Sussex
RH16 1SS

28th February 2025

Dear Mr Anderton,

Thank you for your letter of 24 January 2025 setting out your intention of reviewing existing parking arrangements in the car parks MSDC operates in the villages of Cuckfield, Lindfield, Hassocks and Hurstpierpoint.

Description of Hurstpierpoint

I am sure you are aware of the differences between all of these villages and therefore the implications these differences have on parking requirements in each location. In the Parking Strategy Refresh Phase Two report of January 2020, you compare Hassocks and Hurstpierpoint to Billingshurst, with a growing population of some 9,500 and with a secondary school, train station and a new by-pass. Hurstpierpoint in contrast has a much smaller demographic and little of the connectivity afforded to Billingshurst and in fact more constraints, such as a medieval footprint for the narrow High Street and therefore limited or no on-street parking.

The car parks in Hurstpierpoint currently serve a primary school, health centre, active church congregation, community centre, library, theatre/cinema, scout hut, guide hut, cadet hall, high street shoppers, restaurant goers, employees of those businesses and local residents in the immediate vicinity. The heart of the village, where permitted, also suffers from significant on-street parking. Hurstpierpoint therefore already experiences congestion and inconsiderate parking on its roads and any moves that increase that scenario will make the roads more dangerous for drivers, pedestrians and cyclists. The recent death of a cyclist in 2024 on the Cuckfield Road, brings the impact of such negative changes into a stark reality. As such there are a number of issues already identified by the Parish Council concerning traffic speeds and dangerous parking that have been raised via the proper channels.

The Hurstpierpoint car parks at Brown Twins Road and the long stay section of Trinity Road car parks are currently 23 hour free parking. The car parks are generally at capacity throughout the day and night although there is some let up during school holidays. The short stay section of the Trinity Road car park is usually half full except at school drop-off and pick-up times when it is very congested. However, this division of the Trinity Road car park into two separate sections works well. Discs for the short stay car park are bought by the Parish Council from the Parking Services Team and passed on to various outlets including the Library, Charity Shop, Charlotte Grace Casuals, Morley's Bistro, the Pet Shop and the Lyona Wellness Centre. Sadly, the Co-Op in the High Street is not one of the outlets that sell the discs which is a great loss to the village, as of course they are open the longest hours, seven days a week. The Parish Council urges MSDC to resolve this issue with the Co-Op.

It should be noted that the Hurstpierpoint discs system currently provides 3 hours free parking which was changed from 2 hours in recent years, as it was identified that this would better support business and events in the village. The Parish Council receives very positive feedback on the use of the discs but understands that unfamiliar visitors may not realise that all that is required is a recognisable means of displaying their time of arrival as per your parking regulations i.e. the discs used do not have to be an MSDC branded disc.

Both car parks are currently in good condition however the Parish Council appreciates that your new contractor, Glendale, has yet to get to grips with the undergrowth in the Trinity Road car parks which obscures much of the areas within parking bays. Our own staff have had to cut back vegetation around the steps in Trinity Road just so people can access the car park safely. However, the car parks are now gridded in icy conditions and recently graffiti was removed swiftly but only after requests from the Parish Council.

The Parish Council is therefore not clear what issues the Parking Strategy may be trying to overcome:

- We note the Parking Strategy Refresh Phase One report of November 2019 states *“the real questions are best posed as challenges to policy and regimens for example; is it reasonable for the Council to be expected to maintain and enforce car parks which it does not charge for? Is there misuse and how can this be reduced”*.
- In the Parking Strategy Refresh Phase Two report of January 2020 it states the following about Trinity Road car park: *“Recommendations are hard to make, and any future changes would depend upon the role the Council wants the car park to play in the local area. If it is to support the village centre, then the simplest action would be to introduce appropriate charges to manage demand. However, given how important the car park looks to be in supporting the school, library and fire station (sic) this may also be a consideration. However, there would still be an argument for charging to improve management, cover maintenance costs and manage demand.”* The comment that stands out about Brown Twins Road car park is *“If its role is to serve the High Street, there is a case for change to increase churn and space availability.”*

In each of these cases we see charging given as the solution to an unidentified issue, that therefore enables MSDC to maximise income. The concept of extending charging into evenings, Sundays and Bank Holidays continues to feed into what is emerging as the main aim of MSDC. This anticipated income generation is in contrast to the aim that is being publicised as being “management regimes design (sic) to cater to the unique needs of each car park and the communities they serve, to achieve the best possible outcomes”. At no point have you explained what costs you are trying to cover and why. We note the business rates for these car parks were reduced by half in 2003. We also understand that parking enforcement costs for both on-street and off-street parking, are currently more than covered by revenue gained. The introduction of digital terminals (Pay and Display or ANPR) will only increase overheads with little or no identifiable benefit other than some net income.

Existing parking spaces are limited and planning decisions continue to increase demand, through approvals without off-street parking, which exacerbates the problem. With the introduction of charges and further changes to parking restrictions, the proposals don’t appear to address current shortfall either. You promote the option of digitising your car parking systems but it is not clear how the costs of digitisation will be covered without a significant increase in revenue.

In developing your plans for the car parks, you are asking for the thoughts of key stakeholders about parking in Hurstpierpoint. We are grateful for the opportunity to make comments and to provide you with information we have collated from a number of sources but we are disappointed that you have not consulted your residents and businesses directly yourselves, and have just relied on the comments from the Parish Council and a small, albeit important group of stakeholders. This does not constitute the bespoke consultation for each parish that was promised.

Survey Results

In anticipation of the introduction of parking charges, the Parish Council undertook a number of surveys to understand better the feelings of the car parks users and the details are set out the Appendices. We can summarise our findings as follows:

- The Parking Survey (Appendix 1) was undertaken in February 2025 and there were 1,258 responses. 69% of responders were aware of the plans and 77% were very concerned. Concerns included the negative impact on the High Street shops as many people may shop elsewhere, it would increase parking on the local roads, and remove parking for local people who do not have off-street parking. Although the majority were against parking charges, suggestions did include one person saying charge £20 for an annual parking disc, and another said have one hour free and charge after that.

- The St Lawrence Church of England Primary School (Appendix 2.1) believe the charges would have a detrimental impact on the life and operation of the school, impacting parents, staff and invariably pupil safety. You can read their full letter in the Appendix.
- The Hurstpierpoint Health Centre (Appendix 2.2) have already responded to you and in summary the charges are of great concern to them and they wish for the parking to remain as it is with the long stay parking options. A basic permit parking solution is suggested as opposed to an app.
- The Holy Trinity Church (Appendix 2.3) has expressed its sadness and annoyance at the prospect of charges. They are concerned for the damage to the High Street businesses. They are also concerned about the further congestion that will be created at the School drop-off and pick-up times, and the impact on local roads. The Church congregation continues to grow and some 240 worshippers park on Sundays for the two separate services. Special services can generate some 300 attendees. Sunday charging should definitely not be included. Many other groups use the church at different times on different days and all will be impacted. Special events in the village such as the 800 year old St Lawrence Fair should also not incur parking charges. Again, there is the frequently expressed concern that the use of modern technology will be beyond the skills of many people not least the socially isolated elderly and this would discriminate against them. Going forward suggestions did include an annual permit for approx. £5-£10 per annum which would instantly improve MSDC's revenue.
- The Cottis Pre-School (Appendix 2.4) which runs from the Guide Hut in the car park are also very concerned for their staff and parents and also the negative impact on the High Street.
- The Good News Church on the High Street (Appendix 2.5) raises the issue of the wider traffic flow issues in the High Street and parking charging making it even worse for the evening economy and re-enforces our concern that *"Aside from making money what is charging ... expected to help with?"*
- Additional input from residents has been included (Appendix 2.6). One parent of a special educational needs child in the village stressed the importance of driving and parking, to enable her to get her child into the school, and the adverse effect charges would have on the teaching assistants that so help her son stay at school. There is also the threat that many of the parent and baby/toddler groups provided in the village would close due to a fall in attendance, caused by parking charges preventing new and potentially isolated parents attending. A grandparent and carer also stressed that charging parents to collect their children from school will be counterproductive as there is nowhere else to park safely and charges may well encourage people to park less safely.
- The High Street traders survey (Appendix 3.1 shows the summary) was undertaken in June 2024 and had a 67% response rate. The survey found that 92% of shops/businesses were concerned or very concerned about the proposals, and 90% thought the introduction of charges would be negative. The most significant impacts being increased costs for staff, increased costs for the businesses, an increase in on-street parking and reduced footfall in the High Street. However, 42% thought that if charges were to be introduced then up to an hour should be free. The full report from the High Street traders survey is contained in Appendix 3.2.
- The recent Direct Line Business survey (Appendix 3.3) highlights: *"Whilst councils are under increasing financial pressure and are keen to maximise their revenue, increasing parking charges may be a double-edged sword. It is clear that many people do want to support their local shops and businesses but are being put off by the cost of parking. Keeping charges down, or lowering them, could help revive high streets, encourage local businesses to stay open and create additional employment – all of which may also boost council revenues."*
- Mobile signal coverage is almost non-existent in the village (Appendix 3.4) with only EE, O2 and Lycamobile claiming to offer 5G which is patchy at best. This would make an internet reliant payment system extremely challenging for potential users.

MSDC Questions

You have posed a number of questions in your letter that you would like our feedback on and I have listed each of these below (summarised), with a brief response:

1. **What difficulties are faced when people try to park?** Despite the 23 hour free parking areas being very well used, generally spaces can be found in the 3 hour disc parking area of Trinity Road car park. Local roads are already congested with long stay parkers either residents or employees. Therefore promoting churn within the car parks will just exacerbate this challenge.
2. **What are alternative solutions to parking discs?** Modern technology will be a barrier. Mobile signal coverage is almost non-existent in the village with only EE, O2 and Lycamobile claiming to offer 5G which is patchy at best. The parking clock discs system, be it an annual permit, or the status quo, is preferred.
3. **What measures would be needed to lessen the impact on certain groups, if stricter time restrictions or charges were introduced?** Keep the evenings, Sundays and Bank Holidays free from parking charges in the 3 hour area, to support the evening economy and church services. Planning applications should ensure off street parking is provided whilst active travel should be promoted. There remains a need for further parking provision in the village not least to enable safe pick ups and drop offs at school times.
4. **Do you have information on residents use of the car parks?** The results of the residents' survey is attached.
5. **Do you have ideas how to make the car parks more efficient etc?** The car parks could be better maintained and signage could be improved to make it more user friendly and up to date with outlets that sell parking discs/clocks. It would appear that a charging regime will just disrupt demand and a proposed churn would compound the parking and road safety challenges experienced within the parish.

With the Devolution agenda progressing, the Parish Council also believes there is no value in changing any arrangements at this time and we recommend the decisions are not taken this year but in the future, when a Unitary Authority wide approach can be assessed.

In summary, there is a very clear objection to introducing parking charges and a significant concern over the negative impacts that the charges will create. At the same time there are very few suggestions for any changes. The Parish therefore strongly objects to the introduction of further charges for car parking (the disc system is already a charge of sorts) and recommends that the status quo is maintained.

We thank you for allowing us an extension to your deadline so that the Parish Council had time to consider and agree it's response at the next available Parish Council meeting which was last night. We hope these comments will assist you in reviewing the management regimes on the Hurstpierpoint Village car parks and that your conclusions take account of the thoughts and wishes of the various groups of residents, employers, employees and visitors to Hurstpierpoint.

Thank you.



Sarah Groom
Clerk to the Council

cc. Cuckfield, Hassocks and Lindfield Parish Councils, MSDC Ward Councillors, Cllr Joy Dennis (WSCC) and Hurstpierpoint & Sayers Common Parish Councillors.

Appendices:

1. Residents' Parking Survey (Feb 2025) Results
2. Letters from Stakeholders
- 3.1 High Street Traders Survey (June 2024) Summary
- 3.2 High Street Traders Survey (June 2024) Full Results
- 3.3 Direct Line Business Survey
- 3.4 Lack of Mobile Coverage

APPENDIX 1

Results of parking survey:

Distribution:

There were **1258 responses** within the two weeks the survey was open:

- 84.34% (1,061) were responses from village residents
- 14.55% (183) were responses from parent/carers of children attending St Lawrence school
- 1.11%, 14 responses were from teachers/staff who work at St Lawrence school.

Assuming all these people live in the parish, that would mean that 17.9 % of the population of the parish responded to the survey, this %age would be higher if the parish's child population, which are unlikely to have responded to the survey, were discounted. These figures are currently unavailable.

Village resident answer summary:

Q1 Are you aware that Mid Sussex District Council plans to start charging for parking in the Hurstpierpoint car parks in 2025?

- 69 % of the over a thousand village resident responses were aware of the possibility of parking charges being introduced.
- This implies that 30% of the population will be caught unaware by the introduction of parking charges.

Q2 How concerned are you about the introduction of car parking charges in Hurstpierpoint?

- Just over 77% of residents were very concerned about parking charges being introduced
- 19.25% were concerned.
- Just 23 people (2%) were either not at all or not very concerned and
- only 12 (1%) held no opinion.

This means that 900 of the 935 who answered this question were in some capacity worried about parking charges being introduced.

Q3 Which type of parking do you use most often?

- 73.71% use short stay
- 22.84% or both short and long stay
- 3.45 % use long stay parking.

Q4 How often do you use the village car parks? (Trinity Road Car Park and Brown Twins Car Park)

- 21.39% of residents use the car parks daily
- 52.94 % use them once or twice a week
- 13.8 % once or twice a month
- 10.7 % occasionally
- Only 1.18 % use them never.

Q5 How often do you park on the roads surrounding the village?

- 13.73 % of residents park on the roads daily
- 18.17 % once or twice a week
- 5.79 % once or twice a month
- 32.83 % occasionally
- 28.86 % never park on the roads

These figures combined with the Q4 responses could suggest that many residents could be pushed to change their parking habits if charges were introduced, away from using the car parks, and on to parking on our already congested roads.

Q6, Q7 and Q8 are the open comment questions, summaries / examples of majority responses

Q6, What do you think would be an acceptable charge for an hour's parking in these car parks?

Residents responses:

"It will close our shop"

"It should remain free to ensure the high st is kept alive"

"It should be free"

"I think the system we have works, as it encourages people to use the village shops and amenities. If people have to pay it will put them off, you'll have more people trying to use residential parking and the Dr surgery patients use the parking at both ends of the village."

"I think it should stay as it is with the disc and not put hourly charges on. It will destroy the village shops and businesses"

"£0.00 Any charge will have a huge impact on the shops, library and other local amenities. Whilst people accept that the cost of, for example, fruit/veg from the High Street is more than from Tesco, we are all keen to support our local traders. Add to that an additional parking cost, particularly in the current climate, I believe that the High Street shops will suffer"

"This will kill the high street"

"There should be a residents annual charge and permit of about £20"

The vast majority of responses said: '0' or 'nill' or 'free', and various other ways to indicate no charge.

Q7, What would the impact be to you and your family be if long stay and/or short stay parking charges were imposed in the Trinity Road and Brown Twins car parks?

"I am a wheelchair user so any charge would be most in convenient."

"Our village would become a ghost town, all the shops would go."

"It would increase local road parking, which is already intolerable. able for those living nearby."

"I'd go elsewhere for my shopping"

"The extra cost and inconvenience will make me think twice about using the high street shops."

"What will parents do when picking up children from St Lawrence?"

"It would affect my business in Hurst Village and my staff"

"Financial costs when families are already struggling"

"We are in our eighties and find it difficult to walk up to the village. We go to the village for shopping and to interact with people."

"Devastating"

"It will mean the death of the village shops as Tesco / Lidl don't charge"

"Huge. We do not have parking or off-street parking near our home and rely on the car park or off-street parking near our home which can be difficult to find. I work from home but require a car for many jobs."

"I can't afford to pay for parking on top of the increase in basic living expenses."

"I work on the high street, worried that charges will lead to less footfall, reducing profits and I might lose my job to keep the business afloat/the shop may have to shut down."

Q8: Do you have any further thoughts on the impact that introducing parking charges may have on parking in the roads around the car parks and traffic in the area?

"Please consider carefully the impact this would have on residents in the area. The roads are often so congested that it would be very difficult for emergency vehicles to get through."

"It will discourage trade for the local small businesses. Free local parking means support for local businesses and will push people to use large chain stores with FREE parking!"

"People may well choose not to pay, especially parents staff at the school who have park every weekday. This may well lead to them trying to park on the streets locally, causing much disruption to residents and traffic chaos and potentially traffic panic & rage. I saw this when I lived in Brighton- it was horrible. I partly moved here to escape this! I think there will be a constant build up of traffic as people hunt for the elusive free parking spaces on the roads."

"People will either pay up and grumble, park in the street or not use the Village, imposing car parking charges WILL BE DETRIMENTAL TO BOTH THE VILLAGE AND THE SHOPKEEPERS THAT TRADE IN THE VILLAGE WHO ARE HAVING A HARD ENOUGH TIME AS IT IS"

"The school and church are both busy and the roads would become hazardous with parking blocking vision from people walking. A disastrous idea."

"Driving through the village is difficult enough. If car park charges are introduced driving through would become impossible with people just stopping to pop into shops etc. No one will want the hassle of having to pay just for a very short stay. The very fact of having to get a ticket from a machine will stop people using the car park and therefore will not visit the village."

"Car park charges will be the death of many shops in the village. Even if the charges are say, fifty pence an hour many people will not want to wrestle with a machine to pay. Parking apps are a nightmare, tap and go cards rely on a good signal even if one understands or can read the instructions! We came from an affluent village which introduced car park charges. The results were clogged up roads and loss of trade. Please don't spoil this village."

Parent/ carer of a child attending St Lawrence school:

Q1 Are you aware that Mid Sussex District Council plans to start charging for parking in the Hurstpierpoint car parks in 2025?

- 73.71 % of responses were aware of an increase in parking charges, whilst 26.22 % were aware, a similar figure to the same question but for village residents responses.

Q2 How concerned are you about the introduction of car parking charges in Hurstpierpoint?

- 132 were very concerned.
- 24 parents were concerned
- One parent had no opinion.

- 7 parents were either not concerned at all or not very concerned

Q3 Which type of parking do you use most often in the village?

- 76.83 % of parents/carers use short stay parking majorly
- 23.17 % use both short and long stay parking.

**Q4 How often do you use the village car parks for school drop pick ups/drop offs?
(Trinity Road Car Park and Brown Twins Car Park)**

- 53.66 % of parent/carer respondents use the village car parks daily
- 25 % said that they use is once or twice a week
- 4.27 % once or twice a month
- 12.8 % occasionally
- 4.27 % never use the village car parks.

Q5 How often do you use the village car parks for personal use? (Trinity Road Car Park and Brown Twins Car Park)

- 24.07 % of respondents use the car parks daily for personal use
- 45.68 % once or twice a week
- 10.49 % use it once or twice a month
- 13.58 % occasionally
- 6.17 % never use the village car parks for personal use.

Q6 How often do you park on the roads surrounding the village for school pick ups/drop offs?

- 22.7 % of parent/carers said daily
- 25.77 % said once or twice a week
- 6.13 % said once or twice a month
- 22.7 % said occasionally
- 22.7 % said that they never park on the village roads for school pick ups and drop offs.

Q7 How often do you park on the roads surrounding the village for personal use?

- 32.1 % of parents/carers never park on the village roads for personal use
- 32.72 % only occasionally using the village roads for parking
- 6.17 % use the village roads for personal use once or twice a month
- 23.46 % once or twice a week

- 5.56 % parking on the village roads daily

Long answer form questions 8-10

Q8 What do you think would be an acceptable charge for an hour's parking in these car parks?

"I don't think we should charge. It's a lovely village, charging will lead to less accessing the little shops and area. Savings parking charges for towns and city"

"A charge is not acceptable"

"Nothing"

"Introducing parking during school drop off/pick up times will endanger children due to higher volume of cars parked on surrounding roads"

"Free for an hour. Chargeable over that"

"Nothing for under 15 mins. Wouldn't use if charged"

"Maybe first half hour free (so drop off can be done) and then 50p an hour after that."

Similarly to the village residents' responses overwhelmingly high number of parent/carer responses were some iteration of 'no charge'.

Q9 What would the impact be to you and your family be if long stay and/or short stay parking charges were imposed in the Trinity Road or Brown Twins car parks?

"I'm hugely concerned about the road safety element around the school if the car park use changes or people avoid it at pick up and drop off times. Also value the high street and businesses don't have the breathing room of they saw even a 'small' drop in visitors which this could bring, or worse"

"Cost of living is difficult enough at is it. We don't need another reason to have less food on the table. Regardless of the price."

"It would make taking kids to school too expensive"

"It would make life much harder for us. I have 2 children at St Lawrence and recently had to have surgery. Without the car park I would not have been able to bring my children to school as walking is too far for me. There will be many hundreds of other people with similar issues. Mums to new borns, people with injuries who don't qualify for a disabled badge. Also when it is pouring with rain, we live 15 minutes from the school and that's too far to walk in pouring rain. They'd be soaked by the time they got to school. This isn't just a village car park, it serves a primary school and I'm in disbelief this hasn't been taken into consideration."

"We'd have to park on the roads, we can't afford to pay for parking daily."

"Possibly a lot more cars parking along the local roads rather than pay to park in the car park. More congestion as cars drive around trying to park. More dangerous & illegal parking at school drop off and pick up times. Very inconvenient if you only need to park for a few moments whilst you drop off or pick up your child from school or a club."

Q10 Do you have any further thoughts on the impact that introducing parking charges may have on parking in the roads around the car parks and traffic in the area?

"Hugely concerned about road safety, particularly around the school, impact on businesses also not sustainable or fair. Don't think charging for village parking is appropriate and council should find other ways to balance the budget"

"Absolutely ridiculous when the majority of parents parking in the car park are there for no longer than 5 minutes to drop the children off to school"

"People would park anywhere they could to avoid paying for an hour just on school runs making the roads more dangerous for the children"

"Small shops struggle to survive it will have a huge impact on them. School drop offs will be a nightmare. Don't you think we all pay enough to keep a car on the road. This is just disgraceful"

"Pure greed, inconsiderate to business, totally ridiculous"

"Please don't do this. This will affect local shops and businesses. Sometimes I will drive to the butchers and other shops (I live on hassocks road). I would not use the high street by car if I had to pay for parking, I would go elsewhere. I used to live in Fiveways and when parking meters were introduced it caused such a loss of business."

"The Hurst high street thrives and welcomes many visitors from out of area. This will have a huge impact, this small amount of income will devastate this village."

"It is simply not necessary to charge, it will be a nightmare for businesses and local residents as roads get clogged up. There are houses which have no parking at the top of Cuckfield road. To start charging in a village is ludicrous. Charge annually for a disc. I have lived in Lewes and Brighton and have seen the negative consequences; I really can't bear the thought of this ruining our village"

Member of staff/teacher at St Lawrence school:

The majority of the staff at St Lawrence school did not do the parish council's survey, but instead did their own internal one. Across both survey's there were a total of 53 staff responses.

Q1 Are you aware that Mid Sussex District Council plans to start charging for parking in the Hurstpierpoint car parks in 2025?

- 11.32 % of staff were unaware of the possible introduction of parking charges with the remaining staff knowing of the possibility.

Q2 How concerned are you about the introduction of car parking charges in Hurstpierpoint?

- 90.56 % of the staff of St Lawrence were very concerned about the introduction of car parking charges.
- The remaining respondents were somewhat concerned, excepting one who was ambivalent (neither concerned nor unconcerned) about the possibility.

Q3 Which type of parking do you use most often in the village?

42.86 % of respondents stated they use long stay the most with the entirety of the remainder saying they use both short and long stay parking regularly.

Q4 How often do you use the village car parks for school-based use? (Trinity Road Car Park and Brown Twins Car Park)

- 83.01 % of the staff/teachers responded that they regularly/daily use the village car parks to come into work
- 7.54 % stating that they occasionally/no more than twice a week use the village car parks for work at the school, and the remainder do not use the village car parks for their work.

Q5 How often do you use the village car parks for personal use? (Trinity Road Car Park and Brown Twins Car Park)

NB – due to different questionnaire used this is difficult to quantify.

- The majority use the car parks for some length of time for personal use,
- A few stated that they did not use the car parks for work related usage

Q6 How often do you park on the roads surrounding the village for school based use?

14.29 % said they daily park on village roads for school related use, 42.86 % said they use the village roads once or twice a week for school usage. For all three of, once or twice a month, occasionally, and never, 14.86 % was the vote share.

Q7 How often do you park on the roads surrounding the village for personal use?

16.67 % stated that they use the roads for personal usage parking both once or twice a week and once or twice a month, 50 % of respondents chose occasionally and another 16.67 % stated they never park on village roads for personal use.

Q8 What do you think would be an acceptable charge for an hour's parking in these car parks?

"£0!"

"No charge"

"Keep it as it is"

Q9 What would the impact be to you and your family be if long stay and/or short stay parking charges were imposed in the Trinity Road and Brown Twins car parks?

"Huge! I also live in the village and it will drive traffic into the nearby residential streets (aka where I live) and will destroy high street trade"

"Would not be able to continue to work in the village as cost would be too high"

"Would shop out of the village to save paying parking cost. Would also expect chaos of surrounding roads of the school with increased amount of parking, causing issues for crossing children and potentially more accidents."

"It will increase congestion on local roads and be vastly detrimental to safety, especially around at Lawrence school."

"Paying for the car park each day is not a cost I can afford to take on. I will have to spend longer each morning searching for a place to park on local roads. This will mean I will likely have to spend additional time walking to St Lawrence which then reduces the amount of time I have in school before the children arrive."

"Cost of living. Even if the potential parking charges are low in cost, over time, this cost will accumulate and be a large amount. I will have to park in residential areas, which residents will be unhappy about. I will have to ensure I remember to pay for parking, otherwise I will get a fine. Why change something which works well?"

"It would have a huge impact on me. I am a teacher at St Lawrence and I work really long hours, starting early and ending late. I don't have the money to pay for parking 5 days per week and I will really struggle to find time to seek out a space every day. I think I would probably end up looking for work elsewhere as the stress of this situation would

be too much for me on top of the daily demands of a full time teaching job. I am very, very worried about this proposal!"

Q10 Do you have any further thoughts on the impact that introducing parking charges may have on parking in the roads around the car parks and traffic in the area?

"Please don't do this!"

"It's ridiculous and the perfect way to bring more closures to what is already a struggling village. We should be supporting the parents and local residents not putting more pressure on them to park on double yellow lines etc."

"Parking elsewhere in the village will create more traffic on the roads at school drop off and collection times making it more dangerous for local residents walking their children to and from school."

"So many more cars will be parked on the residential streets"

The St Lawrence school internal survey had some different but I think good questions, which I will display a bit of now.

If you choose not to pay the parking charges, what will you do instead?

Every single response was one of four things, with the by far most common being to park on the village roads (potential safety hazard) the second most common was to park further away, most likely on roads outside the immediate village, the next most common was N/A as they don't drive into work, and there was one response which was as follows: **"In all honesty I will need to look for another job. I just can't afford to pay for parking and I don't have time to drive around looking for a space every morning."**

Can you offer any other suggestions for improving parking options within the village?

"Keep it as it is!"

"I don't see an issue with the current options."

"Free parking for anyone who works in the local community (work hand out the free passes)."

"Encouraging car sharing/Car pooling, rota for staff carpark i.e. Year Group weekly? Could the two work in tangent? Prioritise distance for staff carpark to encourage others to walk/car share? Park further afield and ride in with others."

"better public transport links to commuter areas like burgess hill and hassocks during peak times"

APPENDIX 2

Stakeholders in the parish

2.1 ST LAWRENCE C.E. PRIMARY SCHOOL



ST LAWRENCE C. E. PRIMARY SCHOOL

Head Teacher: Marianne Brand MA (ED)

TRINITY ROAD
HURSTPIERPOINT
WEST SUSSEX
BN6 9UY

Tel: 01273 833229
Email: office@stlawrencehurst.co.uk
Website: www.stlawrencehurst.co.uk

Ms L Thompson
lindsay.thompson@hurstpierpoint-pc.gov.uk
Hurstpierpoint & Sayers Common Parish Council

24th January 2025

Dear Lindsay

Parking in Hurstpierpoint Village Consultation

I am writing to give a response to the forthcoming consultation by Mid Sussex District Council on initiating parking charges in the area's villages, including Hurstpierpoint, in so far as it impacts the school here in the village.

St Lawrence CEP School is a large primary school; 3-form entry with nearly 600 pupils on roll and is a major employer in the area with over 80 members of staff.

The introduction of car parking charges in both the Trinity Road and Brown Twins Road car parks would have a significant detrimental impact on the life and operation of the school, impacting parents, staff and invariably pupil safety.

Parents

The roads around the school are already very busy during drop-off and pick-up times. It is at pick-up times that the car park is full every day whilst parents gather to collect their children. The school has over many years applied many initiatives to encourage parents to walk and cycle to the school and not drive, but people still do, that won't change.

If charges are applied in the car park, parents will be more likely to park and wait on surrounding streets causing more parking and traffic flow problems all around the village.

Staff

A recent survey of the school staff indicates that nearly 40 staff regularly use these car parks each week. When asked if they would continue to do so should charges be applied – all of them have said No, and that they would seek alternative parking options in the neighbouring streets; with the knowledge that this will likely aggravate local residents and cause more traffic flow problems around the village.

Staff have expressed concern that driving around to find suitable street parking would delay them getting into school, using up productive time that they currently have in school; whilst not finding a space would add an unnecessary stress to the start of their day.

Some staff have indicated clearly that if they have to pay for parking, then they will need to leave the school and seek employment elsewhere, as they would not be able to afford additional costs.

24/01/2025





ST LAWRENCE C. E. PRIMARY SCHOOL

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Website: www.stlawrencehurst.co.uk

Longer term, this would be a cost to being employed here and would have a serious impact on the school's ability to recruit and retain staff, which is a major concern for the leadership of the school.

Pupil Safety

The roads around the village are already busy during drop-off and pick-times, and traffic congestion will only become worse if staff and parents are parking in local streets, causing more traffic flow problems around the village - increasing the dangers to pupils and parents who are on foot.

The village regularly sees vehicles mounting pavements to pass oncoming cars and such incidents would only increase with more street parking and pinch points created.

The school has been working hard in recent years to tackle the bad practice of parents pulling up near the school to drop-off or pick up their child, as their bad parking puts others at risk. Whilst progress has been made in reducing this practice, this will increase multifold with parents unwilling to pay for parking and seeing a quick stop as a viable alternative, ignoring the wider safety concerns of all.

Summary

The council will be considering responses from all sections of the community, and we can only speak on behalf of the school and its impact on the school community:

- Parking charges being applied in these car parks is strongly opposed by the school, based on increased danger to pupils travelling to and from school and the detrimental impact on staff recruitment and retention at the school.
- If provision could be made for staff to park for free in the car parks, that would address the staff recruitment aspects and keep their cars off the neighbouring roads so reducing some of the problems caused by alternative street parking.

Yours faithfully

Ian McBain
Chair of Governors

cc: Chris Hobbs, Deputy Leader MSDC
parkinginfo@midsussex.gov.uk

24/01/2026



Artsmark
Gold Award
Awarded by Arts
Council England

2.2 HEALTH CENTRE

From: WARNES, Jacqueline (MID SUSSEX HEALTH CARE)

Sent: 07 February 2025 15:08

To: 'parkinginfo@midsussex.gov.uk' <parkinginfo@midsussex.gov.uk>

Cc: 'sarah.groom@hurstpierpoint-pc.gov.uk' <sarah.groom@hurstpierpoint-pc.gov.uk>

Subject: Village parking and double yellow lines

SENT ON BEHALF OF DENISE SIMPSON-BANKS, PRACTICE BUSINESS PARTNER, MID SUSSEX HEALTH CARE

For the attention of Rob Anderton, Assistant Director – Commercial Services and Contracts.

Dear Mr Anderton,

I write in response to your letter dated 24 January 2025 regarding car parks that operate in the villages of Cuckfield, Lindfield, Hassocks and Hurstpierpoint.

As an integral part of central Hurstpierpoint caring for the community, the news about charges being implemented for parking in the car parks at Hurstpierpoint is of great concern to us.

At the Practice, we have over 60 staff all of whom are on very low NHS wages. The NHS cannot increase staff wages in line with parking charges as this will be very expensive. The Practice is concerned about the impact this will have on our staff in an already very expensive climate. Many use both the Brown Twins and Trinity Road car parks together with having to also find parking on the surrounding roads. We also have staff that live in Hurstpierpoint who again will be affected by car parking charges. With only a small car park at the busy Practice, our patients will also be affected by parking charges as they too park in these car parks or on the surrounding roads.S

To assist the Practice staff and our patients, we would be very grateful if the parking could remain as it is to avoid any impact on our staff, patients and the residents of Hurstpierpoint.

We understand that the local Councillors are also consulting with you in this regard.

A potential option could be that, as NHS staff on very low incomes, we have free or discounted parking permits so that our staff are not struggling with their finances and day to day living. If costs of producing these permits are high, it could be that they complete the application online and then print it off to display in their cars. If there is only an online option at the actual parking meter which has to be paid for on a mobile, this could be a problem not only for our staff but also for patients and residents. It would be much better use of time to complete the application online (or at the local Council office) with the parking permit lasting for six months or 1 year which can be displayed in a car.

With regard to your survey questions we would respond as follows –

1. Parking Challenges: What difficulties do you and your residents, service users, staff, and visitors face when trying to park?

- a) Is it difficult to find a parking space when needed?
- b) Are the current restrictions too limiting (e.g., are maximum stay times too short)?
- c) Are there specific issues for commuters, shoppers, residents, and local employees?

Our staff are not allowed to park in the Practice's car park and therefore have to use either the car parks or the surrounding roads. The car park is left for Doctors and patients. The car park is small and therefore patients also have to use the car parks and surrounding roads.

It would be very helpful if the car parks had long stay options for staff, patients, residents, local employees, shoppers and commuters.

2. Parking Discs: Parking discs are hard to find, difficult for the District Council to enforce and manage, and costly to produce. This can discourage people from visiting the villages. What are your thoughts on these potential alternative solutions to achieve the same objectives:

- a) Implementing "online" disc parking using the Council's current pay-by-mobile operator.
- b) Installing terminals that issue free tickets stating the time limit.
- c) Introducing pre-registration online for frequent users and others.

As has been seen on local News items, having to pay for parking on your mobile phone whilst standing at the parking meter and downloading an App is very time-consuming indeed. It would be much easier for staff at the Practice and other local employees, residents and shoppers to be able to complete a form at the local Council or complete this online. It would also assist everyone to have their permit for a reasonable amount of time ie. six months or 1 year.

3. Stricter Time Restrictions or Charges: If stricter time restrictions or charges were introduced, what measures do you think would be needed to lessen the impact:

- a) On different types of users, such as commuters, your employees, regular visitors, residents who use the car parks, shoppers, service users, and specific staff (e.g. teachers, doctors, administrators).
- b) By offering specific products, such as free or discounted permits or overnight permits which allow a few hours either side for residents.

If stricter time restrictions or charges are introduced the impact will be great. Ideally, free parking permits should be granted for staff at the Practice and other relevant parties, or discounted permits.

4. Residents' Use of Car Parks: Do you have any information or opinions on residents and their use of village or local car parks? For example:

- a) Do many houses lack off-street parking?
- b) Is there a concern that residents' use of car parks limits availability for other users during the day?

We know from our staff at the Practice and from local residents that many do not have any parking, particularly if they live on the High Street, and therefore both the car parks and surrounding roads are fundamental to them to remain as they are with no charges implemented.

5. Improving Car Park Efficiency: Do you have any ideas on how to make the car parks more efficient and help more people find parking when they need it? For example:

- a) Removing special permit-only spaces.
- b) Adjusting the balance between long-stay and short-stay parking bays.
- c) Introducing reasonable charges to manage demand and encourage turnover.

We are unable to comment on the specific points that would make the car park more efficient with regard to the bays etc, but it remains our view that parking should be without charge.

In relation to the double yellow lines proposed we can only comment that again, as with the two car parks, this will affect our staff parking and patients as above.

Yours sincerely,

Jacqueline

Jacqueline Warnes
PA / Senior Administrator to Practice Business Partner

Mid Sussex Health Care
Hurstpierpoint Health Centre
Trinity Road
Hurstpierpoint
West Sussex BN6 9UQ

Telephone: 01273 834388 ext 1134
jacqueline.warnes@nhs.net

2.3 HOLY TRINITY CHURCH



Revd Dr Richard Coldicott

The Rectory,
21 Cuckfield Road
Hurstpierpoint,
West Sussex

BN6 9RP

HOLY TRINITY RESPONSES TO PROPOSED

TRINITY ROAD AND BROADWAY TRINITY ROAD CAR PARKING

By way of introduction, it is fair to say that there is universal sadness and annoyance at the prospect of car park charges. I have serious concerns about the impact this might have on the High Street shops as I am sure more business would inevitably be lost to the large supermarkets such as Tesco in Burgess Hill. Hurstpierpoint has a vibrant High Street currently, but this could be damaged if a new plan is implemented.

You may also not be aware that the land on which the Trinity Road Car Park was built was formerly an orchard owned by the Bishop of Chichester. It underwent a compulsory purchase order prior to the car park being built. Given that the land once belonged to the Church, it is an extraordinary and incredibly sad thought that some church attendees may in future be required to “pay” for the privilege of attending worship.

Thank you for giving Holy Trinity Church a chance to take part in the consultation about the possibility of car parking charges in Hurstpierpoint, and here are our responses to the questions you have asked:

- **Is the school aware that Mid Sussex DC plans to start charging for parking in the Hurstpierpoint car parks in 2025?**

We are certain the school is aware and would expect them to have responded to the survey.

Our team at Holy Trinity (which includes school governors and Members of the Academy) is very concerned about the chaos which is likely to occur at drop off and pick up times. Parents are unlikely to pay for parking for the short period, and by not accessing the car park there is likely to be a build-up of traffic which will be dangerous for children and parents. It is likely that management of this situation will be required in the form of additional patrol personnel. The imposition of parking charges will increase parking on roads which are not regulated – for example Marchants Road which is a short walk from the school.

- **How concerned would your team be about parking charges?**

- How many staff currently use the Brown Twins or Trinity Road car parks?
- And how many staff currently park on the surrounding roads?

Currently we have five staff members who all use the Trinity Road car park as there is no permitted parking for more than 1 hour during working hours in the week in any area close to the church. They are all concerned at the impact parking charges would have on them financially and on the area.

Our staff will park on nearby roads when Trinity Road car park is full.

- What impact would the introduction of charging have on:
 - Church staff
 - The congregation
 - Attendees of any groups and events that you hold.

The impact on our staff, congregations and other groups who use the church will be extensive as the church continues to grow and increases in its provision for community events.

We estimate that 30- 40 cars may be parked in Trinity Road car park during either of our two services on a Sunday morning.
i.e. around 60-80 in total.

We believe that should car parking charges be imposed, they should only be for the current parking restrictions.
i.e. between 8.00am and 6.00pm Monday to Saturday, and not on Sundays.

However, it is worth pointing out that there are an increasing number of events taking place in the church such as concerts, Hurst Festival events, Diocesan and Civic services, not to mention funerals and weddings not on Sundays – all of which will be affected by charging for parking.

In terms of statistics the following numbers are worth considering when thinking about parking charges:

- + Our regular attendance on Sunday mornings ranges from around 90 at the 9.15am to 150 at the 11.15am services.
- + These are significant numbers of people coming to church not only from our village but also travelling to our church from neighbouring villages and towns.#
- + For special services, church attendance markedly increases: At the service of 9 lessons and carols this year, over 300 attended and

260 attended Christmas day service.

+ Some special services occur on normal weekdays: e.g. 133 people from Hurst Deanery attended the service on Monday 20th January in the evening.

Other groups which use our church during daytime are the Mother's Union, prayer groups, the school, and the Ukrainian community – we are one of only five centres nationwide which offer our church for Ukrainian worship. All these groups are attended by good numbers of people who park on the two car parks.

We are also deeply concerned about the effect on the Village when there are special occasions which close the High Street such as St Lawrence Fair, Remembrance Day, and Santa Sunday. Would car park charges be applied on these days? I would hope this could be avoided.

A further concern would be if the parking meters installed required payment by phone – this would be a huge disadvantage to many of the more senior people in the village who do have the technology or would not know how to access this type of payment. It would discriminate against them.

- **What suggestions do you have for improving the parking offerings in the village?**

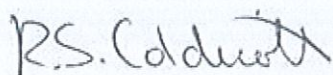
By having free parking in the village undoubtedly relieves the parking on roads and pavements around the centre of the village and gives some control of these areas.

We reiterate that we believe that should car parking charges be imposed, they should only be for the current parking restrictions. i.e. between 8.00am and 6.00pm Monday to Saturday, and not on Sundays.

A further suggestion for improving the offering of parking could be to instigate an annual £5-£10 charge for a parking disc instead of the £1 one off payment. We feel people would prefer this to parking charges and it would instantly and markedly improve revenue.

We hope our thoughts prove helpful in the consultation process.

Yours faithfully,



Revd Dr Richard Coldicott
Rector of Holy Trinity Church

2.4 COTTIS PRES SCHOOL

From: Samantha Anthony <cottispreschool@gmail.com>

Sent: Sunday, February 2, 2025 10:26 PM

To: Lindsay Thompson (Cllr) <lindsay.thompson@hurstpierpoint-pc.gov.uk>

Subject: Re: Parking in village - consultation

Hi Lindsay

Thank you for your email.

The pre school is aware of the plans to start charging for parking

We are all very concerned regarding this

We have 5 members of staff that have to drive to work and find parking either within the long stay part of the car park or in surrounding roads.

The introduction of charging will cause even greater difficulty with parking. Staff cannot afford to pay for parking each day and will be forced to park in surrounding roads, as will all the teachers, TA's, parents etc. The roads are already very dangerous with bad parking on corners and this will just increase.

We also feel it will have a negative impact on the high street, with more people avoiding paying and parking in the high street on the limited bays - causing even more jams!

Best wishes

Sam Anthony

2.5 GOOD NEWS CHURCH

From: David Lowries <davidlowries@gmail.com>

Sent: Wednesday, January 29, 2025 9:57 AM

To: Lindsay Thompson (Cllr) <lindsay.thompson@hurstpierpoint-pc.gov.uk>

Subject: Car Parking charges in the village

Dear Lindsay,

Richard from Holy Trinity passed on your email address in relation to car parking charges. He said you'd asked for their input and he thought you might be interested in ours. I'm the pastor of Good News Church in the village.

I've had a look at the survey which largely doesn't apply to me as I park at home (I live on the High Street) so it won't directly affect me. The survey has a limitation in that if you are not a Hurst resident or a parent/staff at St Lawrence you can't fill it in however the people who most need the car parks are those who live out of the village but come in regularly.

From my perspective I don't think charging for car parks will have any positive benefit on the parking challenges in Hurst. Frankly the primary challenge is around school drop off and pick up. That is a traffic flow problem rather than particularly a parking challenge. Charging for parking will only make that worse. Equally charging for car parks generally will just drive more cars on to the residential roads and so make things more difficult. Aside from making money what is charging for the car parks expected to help with?

Serious thought about traffic flow around the school would be worthwhile. Otherwise the other area I'd give thought to would be with the restaurants doing a roaring trade and the players theatre doing things Friday and Saturday nights can be problematic at our end of the High Street. Neither of those will be helped I suspect by parking charges.

I hope that's helpful. If not, ignore it!

God bless,
David

2.6 ADDITIONAL INPUT FROM RESIDENTS

Via email:

2.6.1 Opinion from a SEN mum in the village:

Hi

I just wanted to give an opinion from a Sen mum in the village on these parking charges. I have filled in the questionnaire but thought more was needed.

My little boy has autism and walking can be a big challenge with all the noises and uncertainty he faces so we tend to drive to do school collections and drop offs these can be throughout the day depending on how he is at school. So we use the car park throughout the day so these charges or even having to go and get a ticket when he is with me will be difficult and could be a barrier for getting him into school.

The car park in the village is one of the few facilities that the village has left and it doesn't just serve the shops, school or local homes it has the guide hut attached to it and the library and village centre nearby which would all suffer if these parking charges come into force as mum i park her and take my little one to rhyme time an activity she loves but then have to drive her to nursery before i go to work if i had to pay to park its any activity that we might not do. The village centre holds baby groups which are inclusive to all the parents in the village by adding parking charges you would restrict attendance and therefore the vital support these offer to parents especially mums. If these venues or businesses decrease revenue or footfall we would lose them and that would make the village a bad place to live.

The staff at St Lawrence would be heavily affected by these charges especially the teaching assistants who get paid so poorly to start with and who without my son wouldn't be able to be in school.

I have lived in this village all my life, my father before that and his father and as a villager I think its appalling that mid sussex council think they can enact these charges without thinking of the consequences to the residents, business owners, local charities and our childrens education.

Regards
Natalie Vigar-Anand

2.6.2 A grandparent/ carer:

I have only just heard that there are plans to introduce charges in Trinity Road car park and I wanted to pass on my concerns regarding this.

Although I appreciate the need for the Council to raise funds, I think charging parents to pick up their children from school will be counterproductive, as there is nowhere else to safely park other than Trinity car park.

I would suggest that introducing charges may well lead to people “temporarily” parking illegally/unsafely or without paying, causing the Council more hassle.

I wonder if it might be possible for you to allow parents/grandparents/carers to park there for short periods, while continuing to use their cards indicating time of arrival. If the time allocated is exceeded, then a charge will have to be made. Cameras/attendants can easily check this as necessary.

I appreciate your considering my concerns and possible solution.

Tina Coomber
Grandparent

APPENDIX 3.1: Hurstpierpoint High Street Traders Survey

The survey of High Street businesses was open between 4th June 2024 and 20th June 2024. 61 questionnaires were delivered. Of these 4 were vacant premises and 3 were not operational. 36 were completed (20 electronically and 16 by hand). This is a completion rate of 67% (36/54). Even given the very high response rate the confidence level for results is $\pm 10\%$.

Analysis of the Results

The key points raised are:

- 67% of the 54 operational businesses and organisations on the High Street responded to the questionnaire.
- The respondents on the High Street employ 228 people, but if those who did not respond are added in, this number grows to 397. It is estimated they generate £2.6m turnover p.a.
- 42% of those working on the High Street live in Hurstpierpoint. Thus, the High Street supports c200 jobs for people in Hurstpierpoint.
- The potential demand for staff parking from the High Street shops is already higher than the total number of spaces available.
- 89% were aware of the proposals and 92% were concerned or very concerned.
- 90% of businesses responding thought the introduction of parking charges would be negative. The most significant impacts being:
 - Increased costs for staff
 - Increased costs for the business
 - Increased on street parking
 - Reduced footfall
- There was no clear consensus about the acceptable level of charging, other than 42% thought that if charges were to be introduced then up to an hour should be free.
- Businesses saw footfall change as both an opportunity and a threat. There were no specific actions identified to improve footfall. Other threats included the lack of parking and the congestion already evident on the High Street.
- Nearly half of the businesses who responded were keen to engage further with the Parish Council to address both the proposed introduction of parking charges, learn more about the village events and in how a more productive relationship might be developed.
- One business raised a significant practical issue if ANPR (automatic number plate recognition) is introduced as a way of people paying: If people are not local and/or tourists how will they register and pay, and will this not reduce tourism and its benefits to the local economy.
- businesses to maximise the benefits of a thriving High Street for Hurstpierpoint.

APPENDIX 3.2 Hurstpierpoint High Street Business Survey

Analysis of the results June 2024

Key Points

- 67% of the 54 operational businesses and organisations on Hurstpierpoint High Street responded to the questionnaire.
- The respondents on the High Street employ 228 people, but if those who did not respond are added in, this number grows to 397. It is estimated they generate £2.6m turnover p.a.
- 42% of those working on the High Street live in Hurstpierpoint. Thus, the High Street supports c200 jobs for people in Hurstpierpoint.
- The potential demand for staff parking from the High Street shops is already higher than the total number of spaces available.
- 89% were aware of the proposals and. 92% were concerned or very concerned.
- 90% of businesses responding thought the introduction of parking charges would be negative. The most significant impacts being:
 - Increased costs for staff
 - Increased costs for the business
 - Increased on street parking
 - Reduced footfall
- There was no clear consensus about the acceptable level of charging, other than 42% thought that if charges were to be introduced then up to an hour should be free.
- Businesses saw footfall change as both an opportunity and a threat. There were no specific actions identified to improve footfall. Other threats included the lack of parking and the congestion already evident on the High Street.
- Nearly half of the businesses who responded were keen to engage further with the Parish Council to address both the proposed introduction of parking charges, learn more about the village events and in how a more productive relationship might be developed.
- One business raised a significant practical issue if ANPR is introduced as a way of people paying: If people are not local and/or tourists how will they register and pay, and will this not reduce tourism and its benefits to the local economy.

Potential next steps

- The proposals are very vague at present and it is understood that a number of options are being considered.
- It is highly likely that MSDC will introduce car parking charges in the villages. The Parish Council should develop a number of options that businesses and residents would consider acceptable and seek the views of both the High Street businesses and the residents in the surrounding roads. This would put the Parish Council in the strongest position available to influence MSDC on the options it is considering. Options to be considered might include:
 - No change
 - Rebalancing the number of short-stay and long-stay spaces from the current 34% short-stay.
 - Free period of 1 hour to encourage turnover in the car park and maximise the use of the High Street. Free parking after 7pm for 3 hours (to encourage the use of the evening High Street).
 - Introduction of discounts/permits for staff in the businesses in the High Street
 - The Parish Council takes responsibility for the provision of off street car parks and on street parking: This would also include its policing.
- In considering these options, the Parish Council needs to take into account the pressure put on the car park by school staff and parents. A discussion with the school might provide generate some solutions.

- The Parish Council should examine the impact on roads around the village centre of introducing charging and the potential displacement impacts it will have.
- The Parish Council might consider other new sites for staff car parking.
- Any options in scope by the Parish Council should be further consulted with the High Street businesses (via meeting(s) or a second short survey.
- Given that the High Street supports c300 jobs, £2.6m of turnover and is a vibrant place for community interaction, the Parish Council might consider developing a more formal way of supporting (with others) High Street businesses to maximise the benefits of a thriving High Street for Hurstpierpoint.

Introduction and carparking rationale

At its meeting in June 2024, the Parish Council agreed to conduct a survey of Hurstpierpoint High Street businesses to understand their views on the proposed introduction of parking charges by MSDC in 2025/2026.

The situation as at the end of June 2024 is that MSDC have a strategy that intends to introduce parking charges at the car parks it manages in all the villages in Mid Sussex. The proposals are very vague at present and a significant number of options are being considered: free periods, long stay/short stay balance, charging rate, payment technology and timescale for introduction.

The prime motivating factor for the MSDC strategy is to cover the cost of maintaining and managing their car park estate. MSDC is constrained in what it can spend car park revenues on and wants to ensure it has sufficient income to cover the costs of maintaining and managing its whole car park estate. So, it is likely that surpluses from one car park will be spent in other locations. This desire is balanced against the current situation where parking in most of the villages is a public good and is free.

There are two car parks in Hurstpierpoint:

- Trinity Road 121 spaces (split between 55 short and 65 long stay of which 6 and for electric vehicle charging)
- Brown Twins Road 41 spaces
- 11 zoned spaces on Hurstpierpoint High Street (short stay)
- 20 zoned spaces on South Avenue (short stay)

In addition to these parking options, there is also a significant amount of on street parking both by those working in the High Street and by those car sharing and/or using Hassocks railway station.

This is a report of the findings and sets out potential next steps (pages 1-2).

Survey design and response

The survey of Hurstpierpoint High Street businesses was open between 4th June 2024 and 20th June 2024. 61 questionnaires were delivered. Of these 4 were vacant premises and 3 were not operational. 36 were completed (20 electronically and 16 by hand). This is a completion rate of 67% (36/54). Even given the very high response rate the confidence level for results is +/-10%.

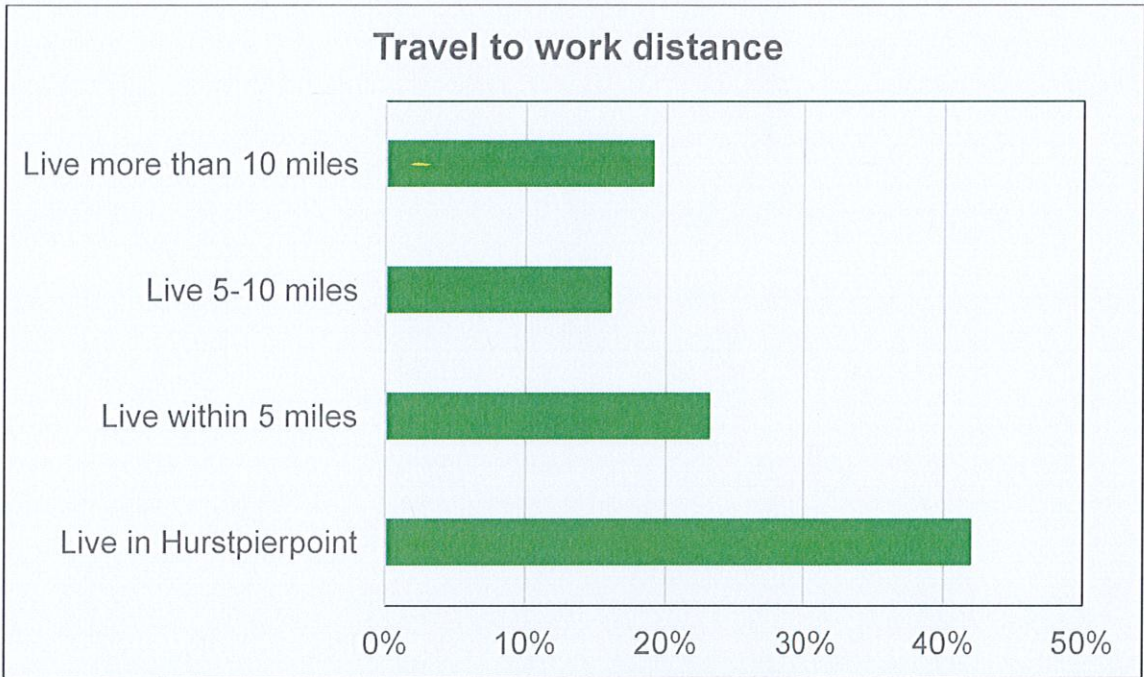
Size of the Hurstpierpoint High Street economy

There are 54 businesses currently operating in Hurstpierpoint High Street. The 31 businesses who answered the employment question, employed 228 people between them. If it is assumed that the average employment per business is the same between respondents and non-respondents, then the Hurstpierpoint High Street supports 397 jobs.

These 397 jobs are the equivalent of 92 full-time jobs. If the average wage for retail, service and office employment is applied to this (£28,642 or £14.36 per hour Reed.co.uk 2024), it means that the value of the Hurstpierpoint High Street economy is £2.6m p.a.

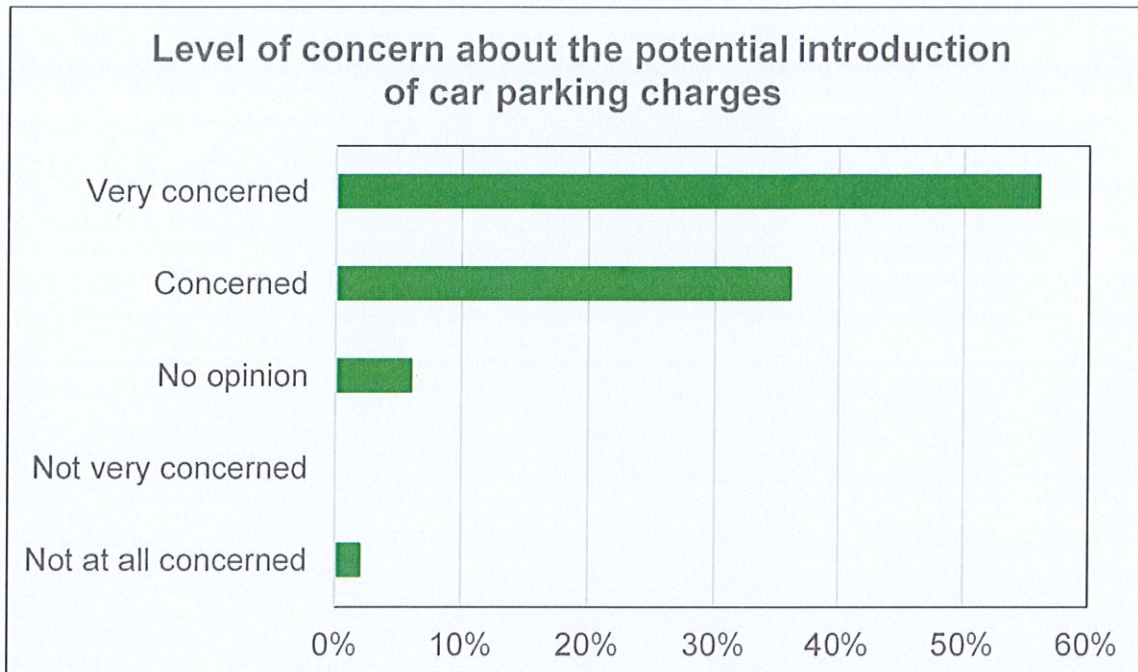
42% of those working on the High Street live in Hurstpierpoint. 19% live more than 10 miles away. It is assumed that those who live in Hurstpierpoint walk to work. If the 58% who do not live in Hurstpierpoint travel in the same manner as those from the 2021 census then: 76% will come by car (ONS: Census 2021 – Hurstpierpoint results). That results in a potential demand for 175 car parking spaces each working day (397x58%x76%)

This is 69 (175-(65+41)) more than the potential number of long stay car parking spaces available in car parks.



Awareness of the proposals

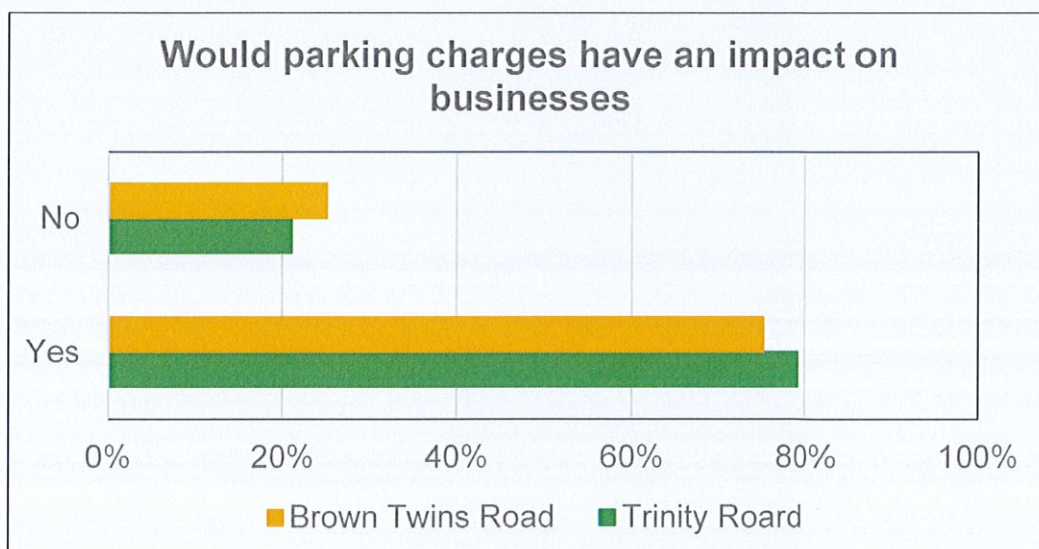
There was almost universal awareness of the proposals. 89% were aware of the proposals. There was an equal level of concern. 92% were concerned or very concerned. This might be related to the uncertainty about the proposals.



Current parking

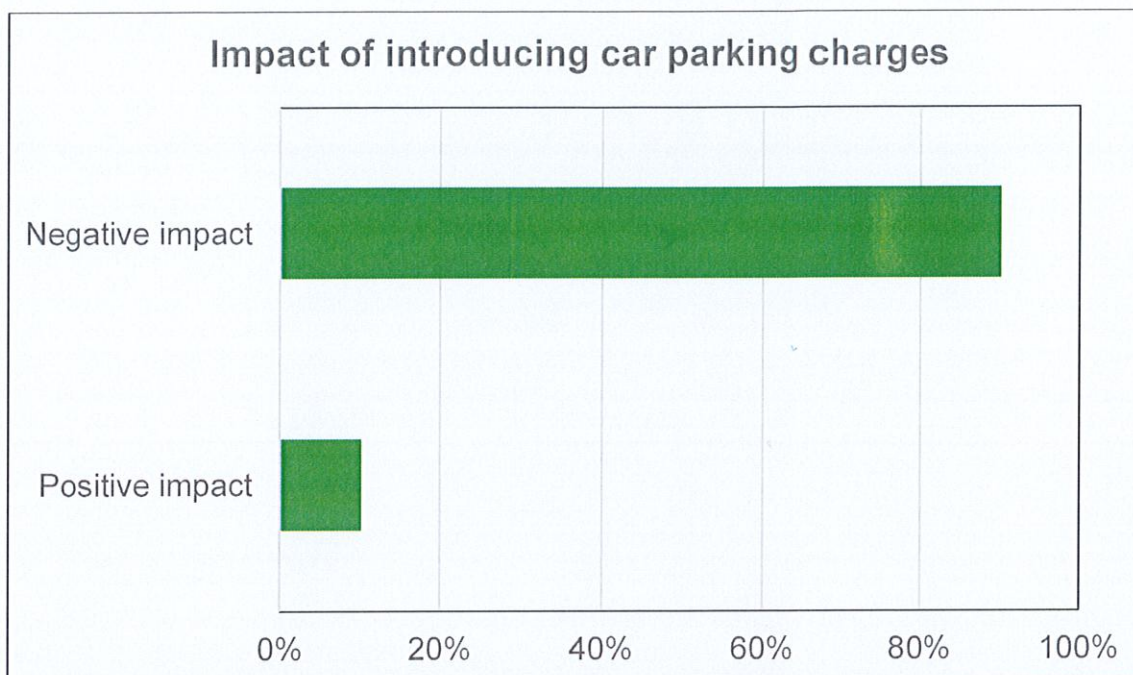
Of staff parking, 85 park in the Trinity Road car park, 86 park in the Brown Twins Road car park and 85 park on the surrounding roads. This is higher than the number of potential spaces required as on different days and for different periods of time, staff park in different places.

There was only a limited difference in the potential impact of the introduction of car parking charges between the 2 car parks. 75% thought it would have an impact if their staff or customers used Brown Twins Road and 79% in Trinity Road.



Business impact

When asked what the impact would be 90% thought it would be negative.



The reasons given related to both the impact on staff (increased costs for staff and/or increased business costs due to rising wage rates) and on customers. A number of businesses commented that Hurstpierpoint is not a necessity shop. Thus, the elasticity of demand is high: meaning that an increase in prices, even by a small amount, will have a disproportionate reduction in volume. Unlike Burgess Hill and Haywards Heath, it has no anchor supermarket that attracts trade which defrays the cost of parking. "It would put burden on staff and customer. Customers will go supermarket like Asda, Tesco where they get free parking and my staff will suffer financially."

Other reasons cited were that:

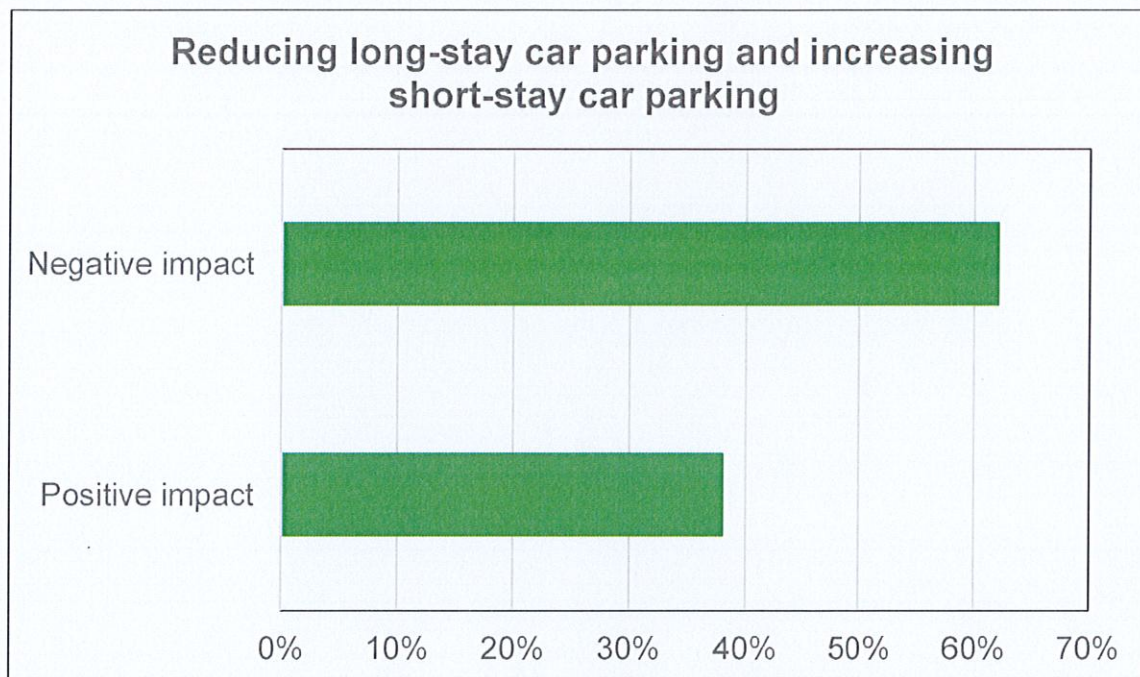
- The amount of on street car parking would rise. "The charges would mean drivers will chose to park in surrounding roads which will limit the availability of the parking bays near to our showroom for visitors to use as we do not have a customer car park."
- "Less likely to stop for a quick grab and go coffee if having to pay for the 5 mins it takes or the risk of a parking penalty."
- "We have enough trouble recruiting staff in the local area as it is and this would make having an office in Hurstpierpoint less viable if they have to pay for parking - we would probably have to initiate a work from home policy for more days of the week. I imagine this would impact spending (by our x members of staff) in the village further."
- "Staff won't be able to afford additional monthly costs."
- "Whilst this wouldn't necessarily directly impact our business, I would be concerned about the overall impact on the high street as it just another barrier to people visiting."
- "Anything to put people off parking in the village is going to have a negative effect for all traders."
- "It will be a big impact on our business because we don't have any parking facility for customers. Also, its hard for staff of businesses who work every day. It won't be worth it for staff to pay an everyday parking charge to work in Hurstpierpoint."

- “We would lose customers, from people using the village High Street and customers who work here using us. The on-street parking will be absolutely terrible.”
- “The school is one of the main problems. Staff take up so much of the long-term parking - so they could use more of their own parking! Clients cannot park at school drop off and collection times.”

One business viewed the potential introduction of parking charges as a positive:

“There would be a positive impact of parking charges as my customers would be able to find a parking space.”

When asked about changing the balance of short-stay to long-stay spaces, 62% of businesses thought this would have a negative impact.



When asked about an acceptable level for an hour's parking there was no clear consensus. 42% thought that if charges were to be introduced then up to an hour should be free.

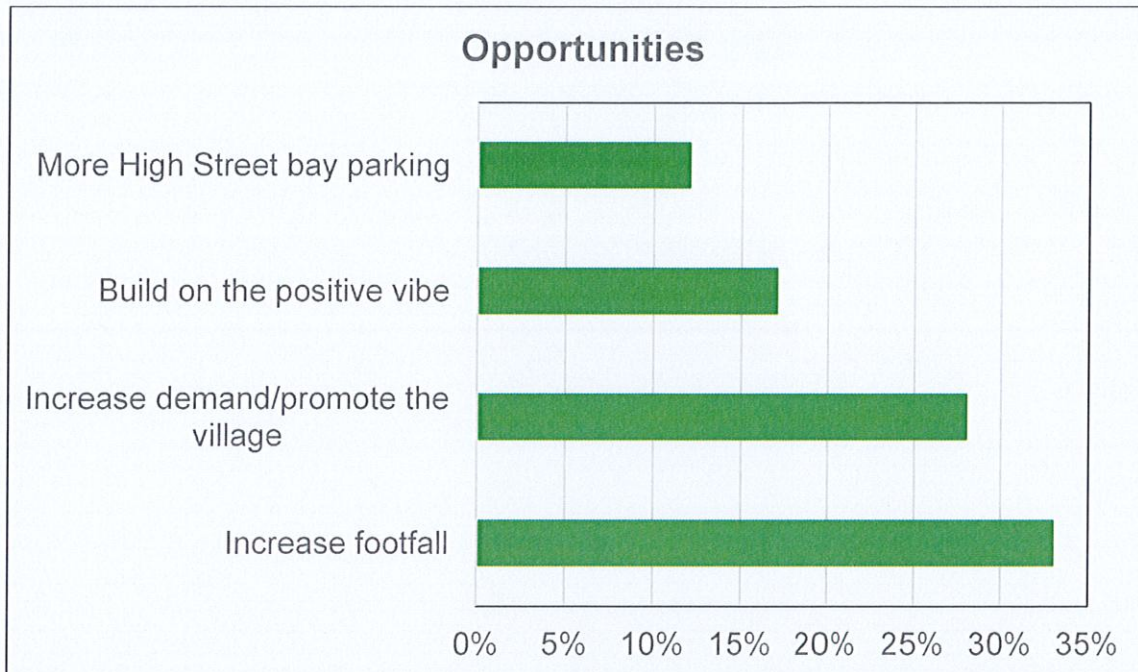
This is typical of the responses:

“I think the lower the better. I think there should be permits for local business owners/employees”

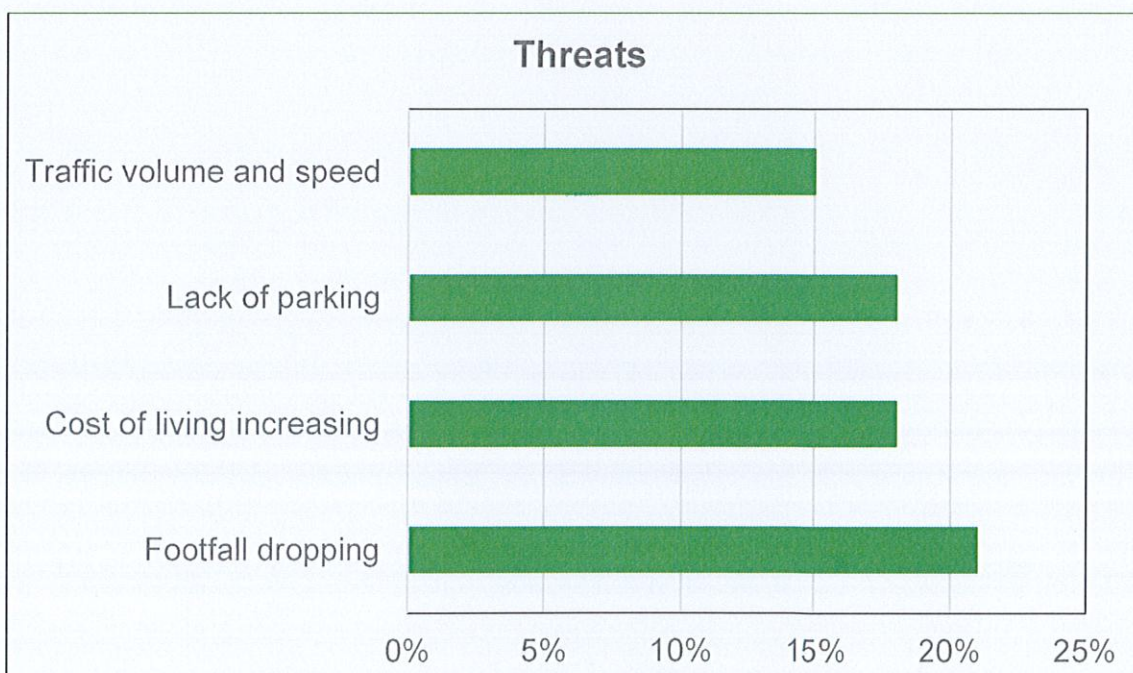
This is more of a reflection of no clear options being presented and presenting options might elicit a way forward.

Business opportunities and threats

There were only a small number of answers to this question (18). 61% identified measures to increase demand. It was unclear what individual actions could achieve this, but it is something that could be discussed further with the businesses. A continuing theme is the request for more on street parking on the High Street.



The most significant threat is also seen as an opportunity: increasing footfall. There is nothing any of the local councils can do to affect the cost of living. The lack of parking spaces is seen as a threat, at the same time a mechanism to ration it is being proposed. Also, traffic volume and speed are recognised as an issue. One that will be exacerbated with an additional 2,500 new dwellings planned for Sayers Common.



Assistance that could be provided

When asked “What could Mid Sussex District Council and West Sussex County Council do to help you and other businesses on the High Street thrive?” there were only a small number of answers that were not: “Do not impose parking charges.”. or relate to increasing demand/footfall. These are shown below.

- “Reinstate the two lost parking bays in the middle of the High Street.”
- “Get the traffic wardens back or camera parking bays that issue ticket when taken advantage of.”
- “Create a shopping experience with easy parking and an array of different shops that will attract people to visit the village.”
- “Keep the High Street accessible. People are put off going to Brighton because of the excessive parking charges there. Introducing them in Hurstpierpoint will stop people coming to the village.”

St. Lawrence Fair

At present there are a good number of businesses on the High Street which engage with Hurstpierpoint events. The survey indicated that 17 businesses were interested in knowing more (Some were already active participants). This will be followed up (see pages 15-16).

Hurstpierpoint High Street Business Questionnaire

The Parish Council wants to see Hurstpierpoint High Street continue to thrive and can help (with others) to create an environment in which your business can flourish.

Many of the issues that your businesses faces are external and driven by national trends and events. For example, at a local level, next year, Mid Sussex District Council is planning to introduce of parking charges (2025) in the Hurstpierpoint car parks. Mid Sussex District Council is proposing the introduction of charges at many of the village car parks to pay for their maintenance.

Your Parish Council wants to know what you think, what issues you face and how we can help, so that we can advocate on your behalf. **Your answers are confidential.**

We have also included additional questions to help us better understand the wider issues that your business faces.

Whilst we do not have responsibility for decision making on issues such as parking charges (that is Mid Sussex District Council) and the roads, on street parking and traffic management (that is West Sussex County Council) we do have the ability to advocate on behalf of our community to these bodies. Thus, we want to hear what you have to say about these potential changes.

Please bear in mind, when you answer the questions, that the Parish, District and County Councils are limited in what they can do. So, we cannot change national government policy, the rate of VAT or other taxes or change national HR/health and safety regulations.

Hurstpierpoint High Street business questionnaire

Business Name:

Address:

Email contact:

What does your business do?

CAR PARKING				
Are you aware that Mid Sussex District Council plan to start charging for parking in the Hurstpierpoint car parks in 2025?				
Yes		No		
How concerned are you about the introduction of car parking charges in Hurstpierpoint?				
Not at all concerned	Not very concerned	No opinion	Concerned	Very Concerned
If your staff park, how many of them use the car parks in Hurstpierpoint (on an average day)?				
Trinity Road Car Park		Brown Twins Car Park		
How many of your staff park on the surrounding roads now?				
Would the introduction of parking charges have an impact on your business?				
Trinity Road Car Park		Brown Twins Car Park		
Yes	No	Yes	No	
If you answered yes to either please answer the next questions. If you answered no to both, please move to the next page.				
What would the impact on your business be if long stay and/or short stay parking charges were imposed in the Trinity Road car park?				
What would the impact on your business be if long stay and/or short stay parking charges were imposed in the Brown Twins car park?				
If Mid Sussex District Council reduced the number of long-stay spaces and increased the number of short stay spaces, would this be positive for your business?				
Yes		No		
What would be an acceptable charge, for an hour's parking in a car park, for customers using the High Street (if one was introduced)?				

OPPORTUNITIES AND CHALLENGES		
What are the biggest opportunities your business faces?		
1.		
2.		
3.		
What are the biggest challenges your business faces?		
1.		
2.		
3.		
What could Mid Sussex District Council and West Sussex County Council do to help you and other businesses on the High Street thrive?		
<i>We are asking this as the Parish Council can liaise with you and advocate on your behalf to these Councils, as part of our wider representation of residents.</i>		
The Parish Council supports (directly or financially) a number of events on or near the High Street (Santa Sunday, Hurst Festival, St. Lawrence Fair). Would you like to know more about these and how they can benefit your business?	Yes	No
ABOUT YOUR BUSINESS		

(So, we can estimate the economic benefit of the High Street businesses to Hurstpierpoint)		
How many people do you employ (including yourself)?		
If you add up all the hours and divide by 37, how many full-time equivalent posts are there (including you)?		
What % (approximately) of your staff live: • In Hurstpierpoint • Within 5 miles of Hurstpierpoint • Within 10 miles of Hurstpierpoint • Over 10 miles from Hurstpierpoint		
Would you be willing to answer some more detailed questions either individually or as part of a group?	Yes	No

Please return this to:
 Hurstpierpoint and Sayers Common Parish Council
 Village Centre
 Trinity Road
 Hurstpierpoint
 BN6 9UY

Or complete online at https://www.allcounted.com/s?did=c6tb2oopzvmyf&lang=en_GB

Hurstpierpoint High Street Business Survey: Responses

Please note that this section contains confidential information.

There were 61 potential responders: 4 vacant premises (7% compared to 14% nationally), 3 not operational. 36 completed. 67% (36/54). A lesson learned is that electronic replies are less time consuming to both input and analyse.

Survey closed 20.06.2024. Research report drafted and circulated 25.06.2024

Number	Name	
High Street (Even)		
130	Fabulous Floors	More information about village events
128	Reves Kitchens	Not operational
126	Freeman Brothers	
126c	Village Pizza Kitchen	More information about village events
124	Vacant	
122	Nupur Tandoori	More information about village events
120	Fig Tree	
110	The Garden Spa	
108	JB&Co	More information about village events
106	Mishon Mackay	
100	South Downs Cellars	
94	Poponin	
92	Hurst I wear	
90	Rhubarb	
86/88	Hurst Pharmacy	More information about village events
84	Bradshaw & Lloyd	
82	Beautiful	
82	Hair Obsession	
80	Post Office	
78	Fuel	
78	Juliet Sargeant	
78	Hurst Dental Practice	
76	The New Inn	
58	Vacant (ex Nationwide)	
56	Hurstpierpoint Alterations	
54	Ashley and Thomas	More information about village events
52	Apple Mint	
50	Be Dog	More information about village events
46	Vacant	
42	Morleys	More information about village events
40	Charlotte Grace Casuals	More information about village events
36	Hurst Works	
30	Sussex Stoneworks	
28	Hurst Health Hub	

Cuckfield Rd		
2	Hurst Butchers	More information about village events
High Street (Odd)		
55/57	Crossways Fish and Chips	
59	No7 Coffee shop	
61	Columbines	
Chantry Stables	Hurst Community Shop	
85	Maison B	
87	Hobbs (KKR Drinks)	More information about village events
89	Retrospective	
95	Co-op	More information about village events
97	Pierpoint Pet Supplies	More information about village events
99	Café Murano	
101	Barber and Boar	
103	Chinese Gardens	
105	Bright World	More information about village events
109	The Cruise Line	
113	The Hop Tub	More information about village events
115	Azeez Barbers	
117	Hampers	
119	Truffles	More information about village events
121	121 High Street	Not operational
133	Chatt	
133	ODT solicitors	
133	JHE Construction	
135/137	Carter and George	
139	The Poacher	
147	Players Theatre	More information about village events
151	Vacant (ex Marcus Grimes)	
153	Frank Davey	
155	Hurst Restoration	Not operational. Likely to become a Pizza restaurant

APPENDIX 3.3 Parking charges put off two-thirds of drivers from visiting their high street

- Two thirds of drivers (62 per cent) put off visiting their local high street due to parking charges
- Two in five say the cost of parking has risen in the past year
- Half (48 per cent) say they would shop locally more often if parking was cheaper
- The cost of high street parking is driving people to shop online and at retail outlets with free parking

25th February 2025 – Almost two thirds of drivers (62 per cent) say the cost of parking puts them off visiting the shops and businesses on their local high street reveals new research¹ from Direct Line business insurance. Despite concerns over the ‘death of the high street’, parking charges continue to rise, with 42 per cent of drivers saying the cost of parking in high streets, villages and town centres around the UK has risen significantly in the past year.

The cost of high street parking is directly impacting where people choose to shop. Over half of drivers (56 per cent) say it makes them more likely to visit a supermarket with free parking, a further 52 per cent say that it makes them more likely to go to out-of-town shopping centres with free parking and 44 per cent say it drives them to shop more online.

The price of parking near local shops varies from £2.50 an hour on average in London, to £0.90 an hour in Northern Ireland. The majority of drivers, 82 per cent (35 million UK drivers) believe councils should help to save the high street by offering free parking.

Table One: Average cost of high street parking per hour

Region	Average cost of high street parking per hour
London	£2.50
Scotland	£2.00
North East	£1.50
Yorkshire & Humberside	£1.50
South East	£1.40
North West	£1.30
West Midlands	£1.30
South West	£1.20
East of England	£1.10
East Midlands	£1.00
Wales	£1.00
Northern Ireland	£0.90

Source: Direct Line business insurance 2025

As well as the cost of parking, a lack of parking availability and restrictions such as 30-minute maximum stays are also a disincentive to shop locally – with 62 per cent of drivers saying it puts them off.

Food shopping is the single biggest reason for visiting local shops (60 per cent). Highlighting how high streets are increasingly dominated by cafes and coffee shops these now account for 44 per cent of

visits. Clothing stores are the inspiration for around a third of visits (36 per cent) while personal care, such as haircuts, beauty salons and nail bars account for 27 per cent of visits.

Table two: Shops frequented by people visiting their local shops

Type of shop frequented	Percentage of those who shop local who visit
General food shops	60 per cent
Café or coffee shop	44 per cent
Clothing stores	36 per cent
Charity shops	35 per cent
Barbers / hairdressers	23 per cent
Newsagent / tobacconist / sweet shop	21 per cent
Hardware or homewares shop	21 per cent
Presents / gift shop	18 per cent
Delicatessen or specialty food store	18 per cent
Stationery shop	13 per cent
Arts and crafts / hobby shop	10 per cent
Off licence	Eight per cent
Nail bar or beauty salon	Seven per cent
Florist	Five per cent
Betting shop	Three per cent

Source: Direct Line business insurance 2025

Mark Summerville, SME Product Manager at Direct Line Business insurance commented:

"Whilst councils are under increasing financial pressure and are keen to maximise their revenue, increasing parking charges may be a double-edged sword. It is clear that many people do want to support their local shops and businesses but are being put off by the cost of parking. Keeping charges down, or lowering them, could help revive high streets, encourage local businesses to stay open and create additional employment – all of which may also boost council revenues."

ENDS

Notes to editors

1. The research was conducted by Opinium among a nationally representative sample of 2,000 UK adults. The data was collected between 31st January and 4th February 2025. Opinium abides by and employs members of the Market Research Society and follows the MRS code of conduct and ESOMAR principles and is a member of the British Polling Council

APPENDIX 3.4

BN6 gUY Mobile Signal Result

		Voice	3G	4G	5G	
Vodafone	Indoor	✓	✗	✗	✗	See Coverage Map
	Outdoor	✓	✗	✓		
Three	Indoor	✓	✓	✓	✗	See Coverage Map
	Outdoor	✓	✓	✓		
EE	Indoor	✓	✓	✓	5G AREA	See Coverage Map
	Outdoor	✓	✓	✓		
Smarty	Indoor	✓	✓	✓	✗	See Coverage Map
	Outdoor	✓	✓	✓		
Lebara	Indoor	✓	✗	✗	✗	See Coverage Map
	Outdoor	✓	✗	✓		
Voxi	Indoor	✓	✗	✗	✗	See Coverage Map
	Outdoor	✓	✗	✓		
ID Mobile	Indoor	✓	✓	✓	✗	See Coverage Map
	Outdoor	✓	✓	✓		
Talkmobile	Indoor	✓	✗	✗	✗	See Coverage Map
	Outdoor	✓	✗	✓		
Asda	Indoor	✓	✗	✗	✗	See Coverage Map
	Outdoor	✓	✗	✓		
O2	Indoor	✓	✓	✓	5G AREA	See Coverage Map
	Outdoor	✓	✓	✓		
Lycamobile	Indoor	✓	✓	✓	5G AREA	See Coverage Map
	Outdoor	✓	✓	✓		

✓ Good coverage
 ○ You may experience problems
 ✗ No coverage
 5G AREA Some 5G availability

Report your mobile coverage experience in BN6 gUY