Proposal for Limited Short-Stay Parking on South Lane

1. Background

Parking provision in Hurstpierpoint was last comprehensively reviewed under the Community Highways Scheme between 2012–2015, with further reviews in 2019 and 2021. These resulted in limited additional provision, including two spaces created in 2024 near Freeman Brothers.

Since that time, pressure on short-stay parking close to the High Street has increased. Several spaces have also been removed from the High Street itself, including a former loading bay and a space near the pharmacy.

South Lane and Pitt Lane are owned by the Parish Council and already benefit from traffic calming measures.

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2. Identified Issues

- There is very limited short-term "pick-up and go" parking close to the High Street for:
  - pharmacy visits
  - small shopping trips
  - collections and drop-offs
  - visitors with limited mobility
- Parking demand is spilling into residential streets and onto grass verges.
- Pavement edges are being damaged by overrunning vehicles.
- On-street parking in the High Street contributes to congestion and restricts access for buses and larger vehicles.
- Existing parking restrictions and traffic flow signs are frequently ignored, indicating unmet demand rather than poor behaviour alone.

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3. Proposal (Concept for Consideration)

That the Parish Council considers the feasibility of creating a **limited number of short-stay nose-in parking spaces** along the South Lane edge of the Recreation Ground (Town Field), subject to:

- planning permission
- safety assessment
- public consultation
- protection of Local Green Space designation

The intention is not a car park, but a small, controlled number of time-restricted spaces (for example 20–30 spaces), designed specifically for short visits.

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4. Design Principles

- Nose-in parking facing the Recreation Ground.
- Time-restricted bays (for example 30 minutes and 1 hour).
- Potential one-way traffic system:
    - entry via Pitt Lane
    - exit via South Avenue
- Retention of the majority of open space and recreational use.
- Physical protection where needed (e.g. green netting similar to St John's Park) to prevent ball damage.
- Minimal alteration of existing banks or margins, subject to engineering advice.

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5. Community Benefits

This proposal could:

- Improve access to High Street traders for short visits.
- Reduce congestion and unsafe parking in the High Street.
- Protect residential streets and grass verges from informal parking.
- Improve movement for buses and larger vehicles.
- Provide closer parking for users of Town Field, especially for drop-off and pick-up.
- Support local businesses by encouraging short visits.
- Free up spaces in the main car park for longer-stay (not overnight) users.

The community would continue to retain the great majority of open space and its designation as Local Green Space.

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6. Next Step Requested

That the Parish Council considers to:

- commission or request a feasibility study with the Highway Authority
- explore planning constraints and community consultation
- assess whether a small-scale, short-stay scheme could be delivered safely and sensitively