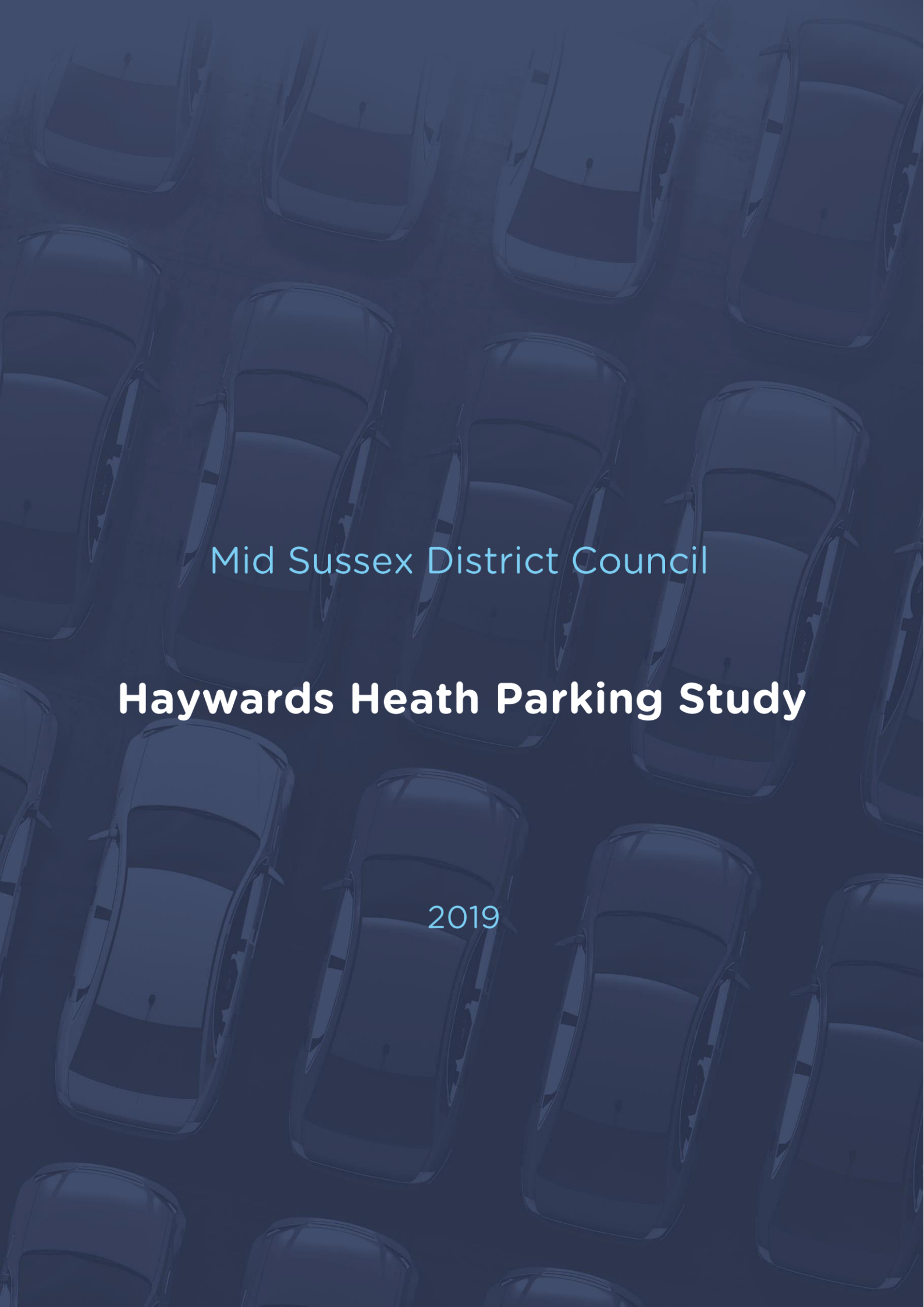

Mid Sussex District Council

Haywards Heath Parking Study

2019

Haywards Heath Parking Study

Client: Mid Sussex District Council in partnership with West Sussex County Council

Version No: V01

Date: 31 October 2019

Approvals:

Name	Signature	Title
Penny Winder		Director

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1 BACKGROUND

1.1 Haywards Heath is situated in Mid Sussex approximately half way between Crawley and Brighton. The main road network is based around the A272 running east / west and the A273 running north / south. The town has a direct rail connection to Brighton, London and Gatwick Airport. It has a population of approximately 30,000 and is a significant centre of employment.

1.2 In partnership with West Sussex County Council (the local Highway Authority), Mid Sussex District Council commissioned Alpha Parking to undertake a Parking Study for Haywards Heath.

2 INTRODUCTION

2.1 Both authorities wished to understand the current and future demands for on and off-street parking in the town in relation to the following issues: -

- The development of a Town Centre Master Plan to help shape the strategic long-term vision for Haywards Heath.
- The development of The Orchards Shopping Centre Master Plan as part of the Town Centre Master Plan.
- The development of a District Council Parking Strategy for the provision of off-street parking whilst meeting the Council's economic and land estate objectives.
- The County Council's wider aspirations to provide on-street parking in a well-managed way in order to provide sustainable area-wide solutions for local businesses, residents and communities.

2.2 Integrated on and off- street parking provision and management is considered to play a key role in delivering a successful long-term vision for the town and its commercial areas. Without such action, the likely growth in demand for free on-street parking would threaten to displace large numbers of

vehicles into outlying areas that have previously been relatively free of parking problems.

2.3 The parking study is intended to provide both authorities with essential base data from which to ascertain current and future demands for road use and parking. It will also provide an understanding of the funding and resources required to meet the challenges of the future and to optimise parking stock and road space.

3 METHODOLOGY

3.1 Alpha Parking worked to gather and analyse data available from MSDC, WSCC and already in the public domain. This covered areas such as development plans and investigations and development control parking standards. We included a detailed review of data on car parks and parking schemes and we used the WSCC Traffic Regulation Order browser to assess and document the current waiting restrictions.

3.2 We used the Government TEMPro database model to assist us in predicting future car trip requirements (as an indirect measure of parking demand) for the specific area over the next 15 years. We carried out on street occupancy and duration surveys on 10 agreed streets for one weekday and one Saturday from 7am to 7pm. Further details on methodology are given in the discussion of the various topics as they feature in this report.

4 DATA COLLECTION

4.1 For the data collection requirements of the project, the following seven tasks had been outlined as the main focus: -

- Bus and train availability
- census information
- key attractions
- MSDC car park information and tariffs
- private car park information and tariffs
- taxi ranks and providers and
- waiting restrictions.

Buses and trains

4.2 Firstly, bus and train availability throughout the Masterplan area was analysed. This provided not only a detailed analysis of the buses in total but looked into the regular and irregular routes covered within the area. The breakdown involved the routes of the buses, operators, an average number of buses per hour; covering both and including weekends and weekdays. The data was collected using timetables and websites in relation to Haywards Heath bus routes. The team used the web link 'Bus Times' to gather the information of the bus routes, buses and timings around the Masterplan area. Correspondingly, the availability of trains within the area had been studied too, with a breakdown of each train operator within the Masterplan along with routes covered and average number per hour. The breakdown of the number of trains running during the week including weekends had been examined as a whole using the web link 'National Rail'. The results for both buses and trains are shown in the evidence appendices which accompanies this report.

Census information

4.3 Secondly, census information has been reviewed, using 2011 National Census data for an area of Haywards Heath that corresponds approximately to the Masterplan area. This breakdown focuses on:

(a) population / car and van availability,

(b) employment / travel to work and

(c) occupation.

4.4 An overview has been given for all three sections. Population / car and van availability provides a breakdown of the number of cars and vans per household and a graph showing the percentages has been produced. Employment in terms of method of travel to work has been provided on a graph indicating the methods of transportation used to travel to work and the number of people who use those methods. Lastly, occupation of people in employment has been represented as a pie chart to show the numbers as percentages. The data as a whole was obtained from the Office for National Statistics and the results are shown in the evidence appendices which accompanies this report.

Key attractions

4.4 A study of key attractions within the Masterplan area was undertaken, examining each attraction and its parking facilities, opening hours and customer rating. The team found seven key attractions within the Masterplan area with detailed descriptions for each one. These attractions were chosen on the volume and popularity usage of each site i.e., leisure centres are often busy and are seen to be key attractions for visitors and residents. Customers were able to provide online ratings and satisfaction based on their overall experience at the attraction. The team analysed these by using Google Maps to locate them and then navigate themselves to the website links which provided further information in relation to the detail of the attraction and parking facilities available for users. The results are shown in the appendix folder of evidence which accompanies this report.

MSDC car park information and tariffs

4.5 Town centre car park information was found through the Mid Sussex District Council website following the car park spaces information guide. This information was then composed by the team with a breakdown of car parks, spaces, type of car park, stay type, features, height restrictions, payment type, charges and any additional notes. A breakdown of the tariff and season tickets for each of the car parks was also included. The results are shown in the appendix folder of evidence which accompanies this report.

Privately operated car park information and tariffs

4.6 This information was gathered through an online research exercise using each private car park provider's website, which allowed the team to extract the relevant data. Three private car parks were identified during the research. All information was collected in the form of a spreadsheet to show the following; spaces, type, stay type, features, payment type, charges and any additional notes about the car park. Private car parks that provided tariffs and season tickets were also evaluated showing a breakdown of the relevant features applicable; weekdays, weekends, bay types and season tickets. The results are shown in the appendix folder of evidence which accompanies this report.

Taxi ranks and providers

4.7 Taxi ranks and providers within Haywards Heath were identified using Google Maps to locate the taxi providers. This allowed each of the providers to be plotted along with the locations of the taxi ranks. A breakdown of the taxi providers was also compiled within a spreadsheet with the location and postcode. Taxi ranks were presented in a similar form using the location of the road and bay type description with approximate available spaces for

taxis. The results are shown in the appendix folder of evidence which accompanies this report.

Waiting restrictions

4.8 The team reviewed the on-street waiting restrictions for Haywards Heath using the TRO map browser on the WSCC website. A spreadsheet was compiled listing each parking restriction and showing the road name, side of road, waiting restriction type, any applicable hours and days, approximate measurement and approximate number of spaces for cars to park in. Through this exercise all disabled, loading, unloading, limited waiting and school keep clear bays were identified. The results for the Masterplan area are shown in the appendix folder of evidence which accompanies this report.

5 BACKGROUND RESEARCH AND DOCUMENT REVIEW

5.1 Another aspect of the parking study was a background research and historic document review, covering relevant development plans, policy documents and studies which have been or are being undertaken in the area. Key aims of this review were to determine the previous / current level of identification and investigation of issues and to inform the subsequent stages of the study.

5.2 The documents examined are listed and summarised in the appendix folder of evidence which accompanies this report. They cover the period between 2008 and the present.

The JMP Report

5.2 In 2008, JMP Consultants Ltd undertook a public consultation exercise on behalf of West Sussex County Council over a proposed Controlled Parking Zone (CPZ) for the Haywards Heath and Lindfield areas. Their report is particularly significant because it involved a large-scale consultation exercise for a comprehensive scheme of on-street parking controls for the town centre and surrounding residential areas. To meet the needs of these various areas, the controls would have included “pay and display” parking, permit holders bays and shared-use parking in place of uncontrolled or time-limited free parking.

5.3 The area studied is shown in Figure 5.1 and extends from the town centre north-westwards to a point beyond the railway station and south-eastwards to the roads around the Princess Royal Hospital. In January/February 2008 a total of 6,065 questionnaires were distributed to residents within this area and 1,497 were returned, representing a response rate of 25%.

5.4 The results are briefly summarised in Table 5.1 and showed only limited support for the scheme, with 32.9% of responses in favour and 50% in opposition. While there was evidence that support was strongest in the streets most affected by parking issues, any piecemeal solution would run the risk of merely transferring the problems from one place to another.

FIGURE 5.1: JMP'S Consultation Map

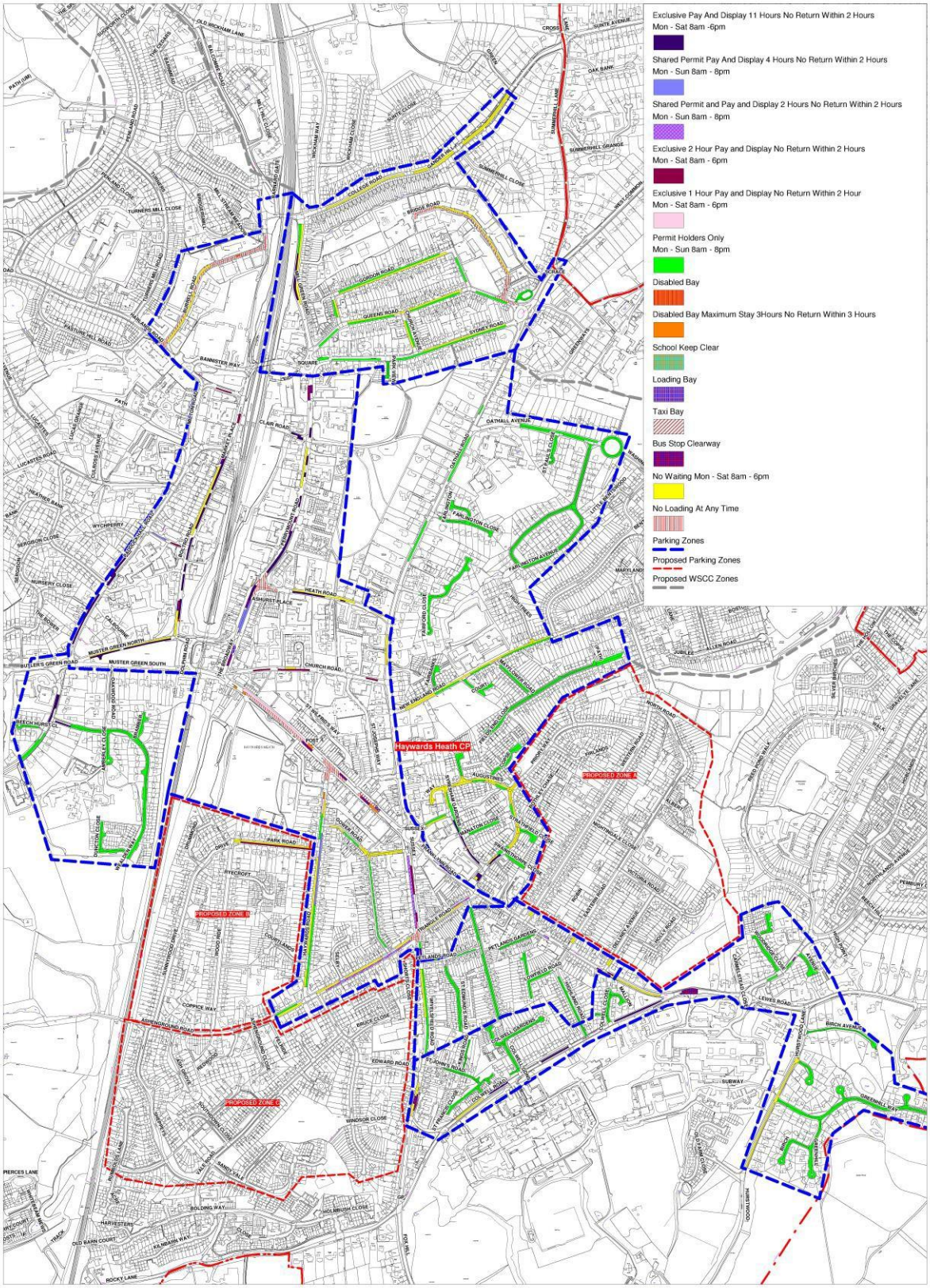


TABLE 5.1: Brief Summary of Recommendations from JMP's Consultation Report on Haywards Heath Controlled Parking Zone (2008)

50% of respondents were in opposition to the scheme. Furthermore, whilst a little over one third (32.9%) recorded genuine support there was a percentage of consultees that were neutral about the proposed scheme. There was a clear weight of opinion that no fundamental problem with on-street parking existed that would call for the scheme under consideration.

There was stronger support closer to the main traffic generators such as the railway station and the Princess Royal Hospital, but less support from the outlying areas, where no parking problems were perceived to exist. This raised the possibility that a reduced scheme could be introduced in known problem areas while avoiding areas that had no perception of a parking related problem.

However, the boundaries of localised parking schemes generally develop over time, when potential parking concerns are realised through the displacement of parking and the demand for a solution from the general public.

The consultation did not reveal widespread support from the commercial and business community in Haywards Heath, who considered that charging for parking would not support economic growth.

Subsequent Action: No Waiting at Selected Hours

55 However, the negative response to the consultation did not stop the pressure to develop on-street parking solutions and the results may be traced using the historic records available through WSCC's TRO browser. These show that an alternative approach was tried in 2006 in the residential roads to the north-west of the town centre just outside JMP's consultation area. The essence of this approach was to define a problem area – which could be a single street or a group of several – and introduce a combination of two kinds of

waiting restriction, as follows: -

(a) "No Waiting at Any Time" where parking would be dangerous or obstructive; and

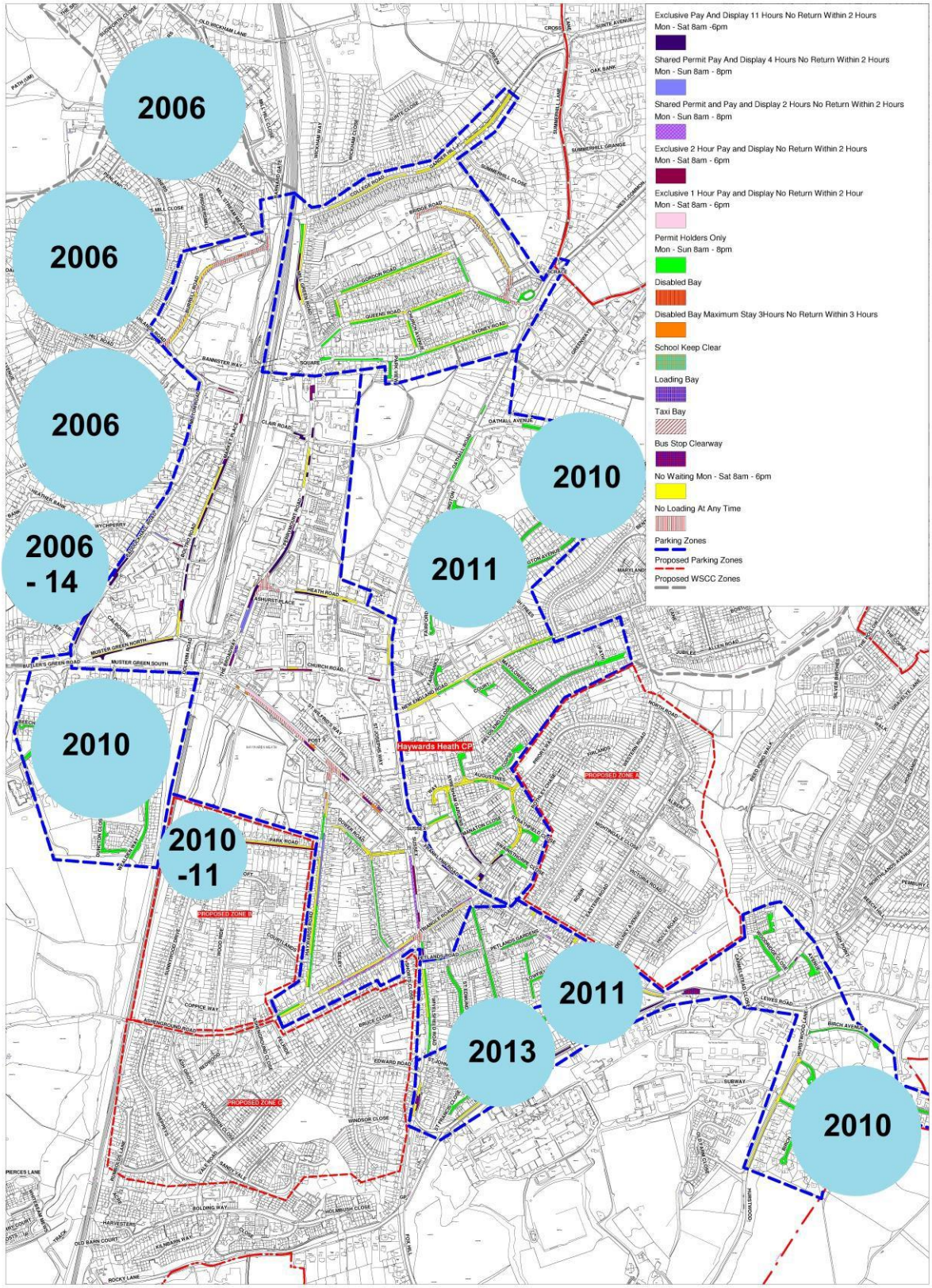
(b) "No Waiting at Selected Hours" where parking was considered acceptable but excessive use by non-residents needed to be curtailed.

5.6 The selected hours for the 2006 schemes in Haywards Heath were 9.00am-10.00am and 1.00pm-2.00pm, Monday to Friday. These times appear to have been chosen as a deterrent to all-day parking and parking by shift workers, while still allowing residents and their visitors the opportunity to park for long periods of the day and at weekends. This gave the local community many of the benefits of a permit parking scheme, but with the key difference of no permit charges for the residents. The areas with the "No Waiting at Selected Hours" restrictions were marked with single yellow lines and time plates.

5.7 In the years following the JMP consultation, there appears to have been little if any further attempt to put forward a controlled parking zone in Haywards Heath. Instead, a succession of "No Waiting at Selected Hours" schemes were put in place in most of the outlying parts of the consultation area, including several in 2010-11 as shown in Figure 5.2. These all use the same selected hours as the original schemes of 2006 and their continued use would suggest that these schemes are popular in areas affected by commuter parking. However, on-street parking in the town centre itself remains time-limited but free of charge.

5.8 Most of the roads within the "No Waiting at Selected Hours" schemes appear to be of relatively modern design, with built-in speed-reducing features. The carriageways are narrow, typically about 5.5 metres from kerb to kerb, just wide enough for a car and pantechnicon to pass. This sort of road geometry is

FIGURE 5.2: Map marked to show "No Waiting at Selected Hours" schemes



not designed for parked vehicles (they would supposedly be kept off the street) and care needs to be taken over any changes to the parking arrangements. In particular, the safety of cyclists when overtaking a row of parked cars on a narrow road needs careful consideration.

5.9 Having said that, such narrow roads can often be suitable for the recently developed concept of “signing only” permit parking schemes (using “Permit holders only past this point” signs without parking bay markings). However, looking at the apparent success of the alternative measures introduced since JMP’s consultations, it seems likely that any permit proposals would be even less popular now in the areas surrounding the town centre than they were in 2008.

6 ON-STREET OCCUPANCY AND DURATION SURVEYS

6.1 As part of the present study, Alpha Parking were commissioned to undertake parking occupancy and duration surveys in a sample of ten streets in Haywards Heath town centre and the surrounding area. These surveys took place on a Tuesday and Saturday in September 2019 between 7am and 7pm, with the parked vehicles present bring noted at hourly intervals throughout the surveys. The purpose of the surveys was to determine, for the chosen sample of roads, the occupancy levels as they vary from hour to hour and the breakdown between different types of road user according to their length of stay.

6.2 MSDC selected the ten streets for the sample, and these are shown in Table 6.1. They included sites with and without time limits. Some of them are already understood to have parking issues.

TABLE 6.1: Roads selected for the occupancy and duration surveys

Road	Capacity (veh)	Time limit
Beech Hill	86	No limit
Boltro Road	61	1 hour or no limit
Church Road	28	2 hour limit
Edward Road	50	No limit
Haywards Road	35	4 hour limit
Kents Road	47	No limit
New England Road	54	1 hour limit
Perrymount Road	83	2 hour limit
South Road	50	30 minute limit
Western Road	132	No limit

6.3 A total of 1630 vehicles were observed on the Tuesday, compared with just 1242 on the Saturday. In the analysis of the results, the approximate length of stay of each vehicle was determined from the number of times it was seen and it was then allocated to one of the four classes shown in Table 6.2.

TABLE 6.2: Vehicle classes for the occupancy and duration surveys

Vehicle Class	Description
Residents	Vehicles observed at 07:00
Short Stay	Vehicles arriving after 07:00 & staying no longer than 3 hours
Long Stay	Vehicles arriving after 07:00 & staying between 3 - 10 hours
Commuter	Vehicles arriving after 07:00 & staying over 10 hours

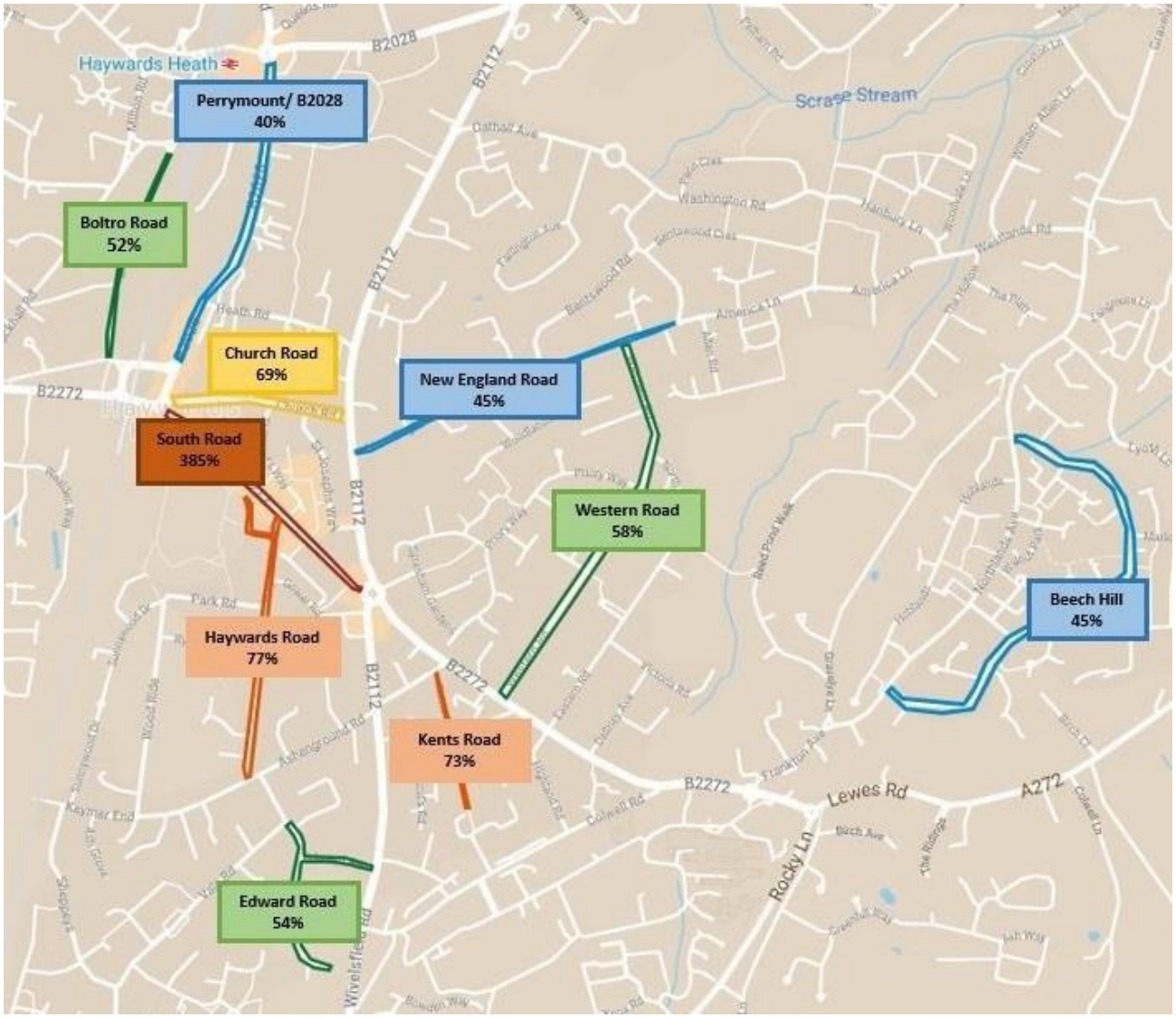
6.4 The overall breakdown by vehicle class (for all ten roads combined) of all the vehicles observed is shown in Table 6.3. The pattern found on the Tuesday was closely mirrored by the Saturday results, with around 20% of vehicles classed as belonging to residents but the large majority (70-75%) classed as short-stay visitors. Long stay visitors only accounted for about 7% of those observed, and commuters well under 1%. A more detailed breakdown of the results may be seen in the evidence appendices which accompanies this report.

TABLE 6.3: Breakdown by vehicle class of all vehicles observed

Vehicle Class	Tuesday		Saturday		Both days	
	Number	%	Number	%	Number	%
Residents	305	18.7	280	22.5	585	20.4
Short Stay	1215	74.5	866	69.7	2081	72.5
Long Stay	108	6.6	91	7.3	199	6.9
Commuter	2	0.1	5	0.4	7	0.2
Total	1630	100	1242	100	2872	100

6.5 Turning now to the results for individual roads, the average occupancy levels (as a percentage of full capacity) recorded throughout the surveys are shown in Figures 6.1 and 6.2 for Tuesday and Saturday respectively. With one striking exception, these all show (on the average) some spare capacity in all the roads surveyed. That is true even of the roads with no time limit (Beech Hill, Edward Road, Kents Road and Western Road) where there is no conclusive evidence of commuter or other long-stay parking issues.

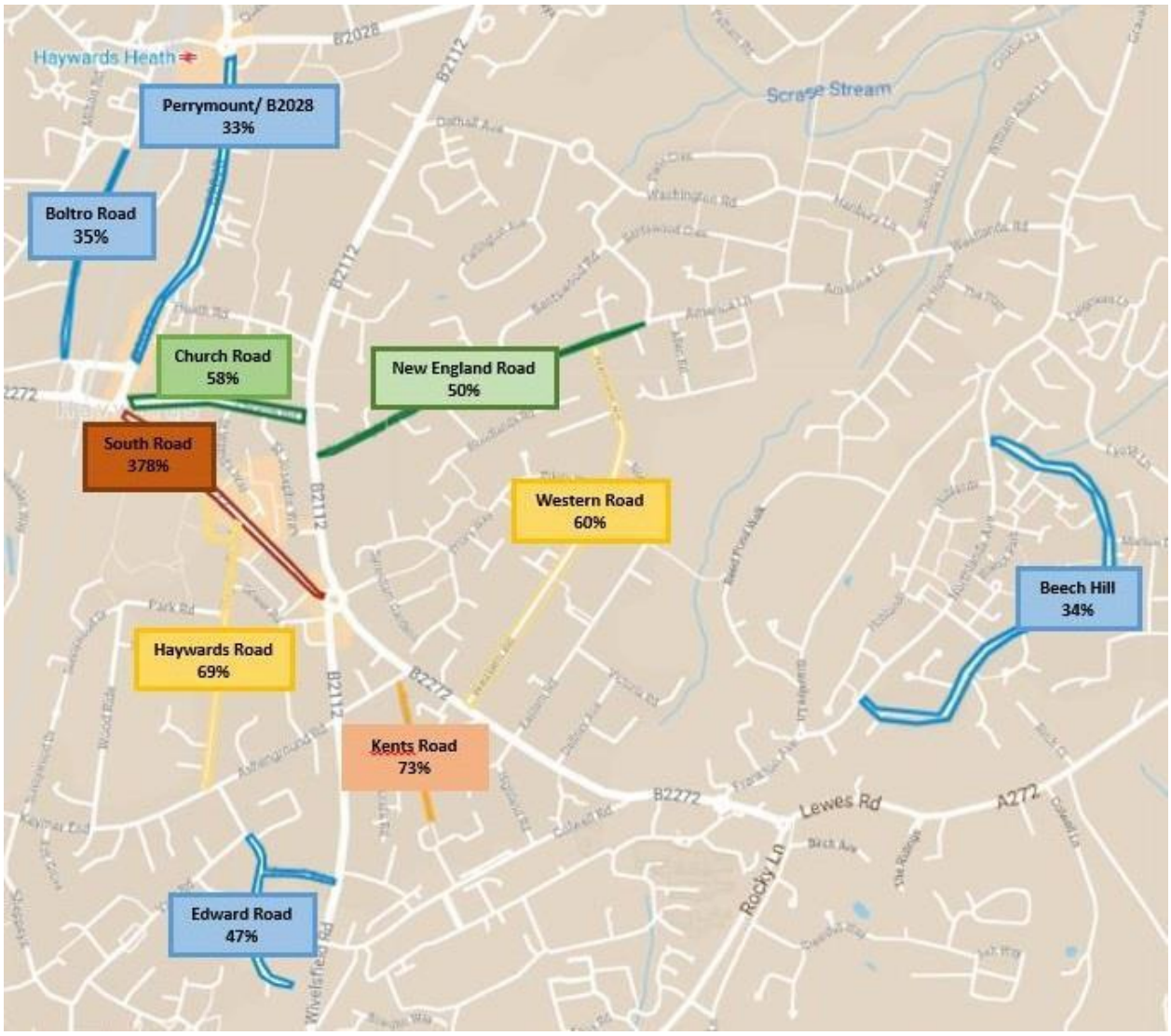
FIGURE 6.1: Average occupancy levels 7am-7pm (Tuesday)



6.6 The one road which does show capacity issues is South Road, with occupancy levels averaging about 380% on both survey days. It was noted by the survey team that there was a marked tendency for drivers to park on the yellow lines and make a hasty purchase before driving off again.

6.7 As with the parking duration data, a more detailed breakdown of the occupancy results may be seen in the evidence appendices" which accompanies this report.

FIGURE 6.2: Average occupancy levels 7am-7pm (Saturday)



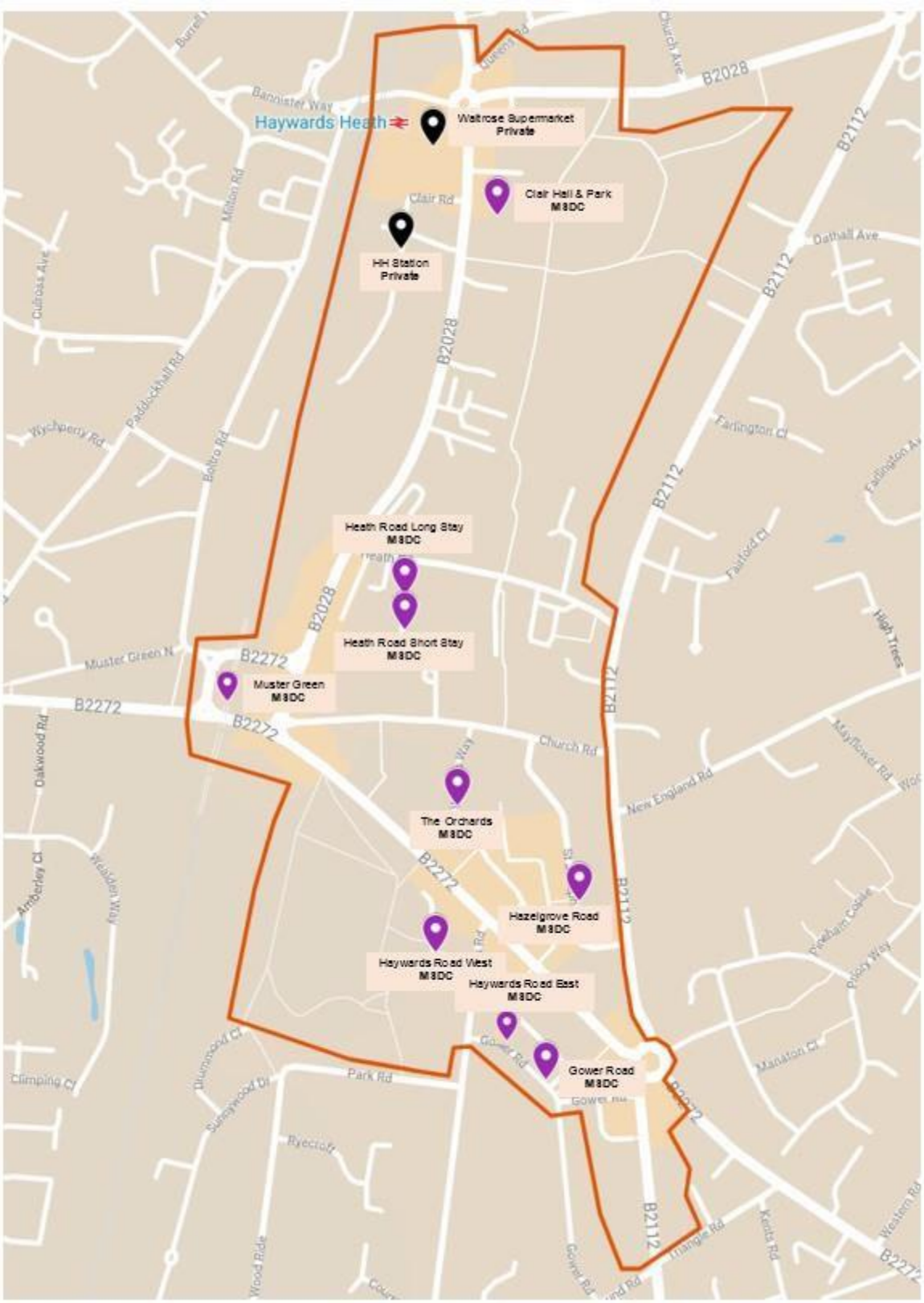
7 ANALYSIS OF CAR PARK INCOME

7.1 As part of the study, Alpha Parking obtained and analysed MSDC's records of all transactions during 2018/19 in the council's public car parks in the Town Centre Master Plan area (the car parks shown in purple in Figure 7.1). The analysis included both ticket purchases and payments by phone and was aimed at producing estimates of occupancy levels and usage patterns.

7.2 The records show the amount of time purchased by each customer, but not how long they actually stayed. Consequently, to estimate car park usage, assumptions had to be made as to how long drivers were actually staying. It was assumed that, on the average, they stayed for the length of time they bought, but this assumption could overestimate usage and might sometimes show excess usage over capacity.

7.3 The results are shown in detail in the files accompanying this report (with separate files for each car park in the folder "P&D Analysis"). One of the key measures is the graph of estimated usage versus car park capacity, with maximum usage shown as a jagged line varying from day to day throughout the year. This shows that all the car parks except two were regularly reaching – or exceeding – full capacity. The exceptions were Heath Road short stay car park, which never reached as much as 60% of full capacity, and Muster Green, which is reserved for permit holders only on weekdays.

FIGURE 7.1: Existing Car Parks in Masterplan Area



8 MEETING FUTURE NEEDS

8.1 Forecasting future parking needs depends upon several factors, including developments embodied in the District Plan and other known commitments.

8.2 The Mid-Sussex District Plan 2014-2031 (Adoption Version, March 2018) lists four Strategic Allocations for future development within the plan period, as follows:-

- DP8: east of Burgess Hill at Kings Way (up to 480 homes)
- DP9: to the north and north-west of Burgess Hill (~ 3500 homes)
- DP10: east of Pease Pottage, Crawley (~ 600 homes)
- DP11: north of Clayton Mills, Hassocks (~ 500 homes)

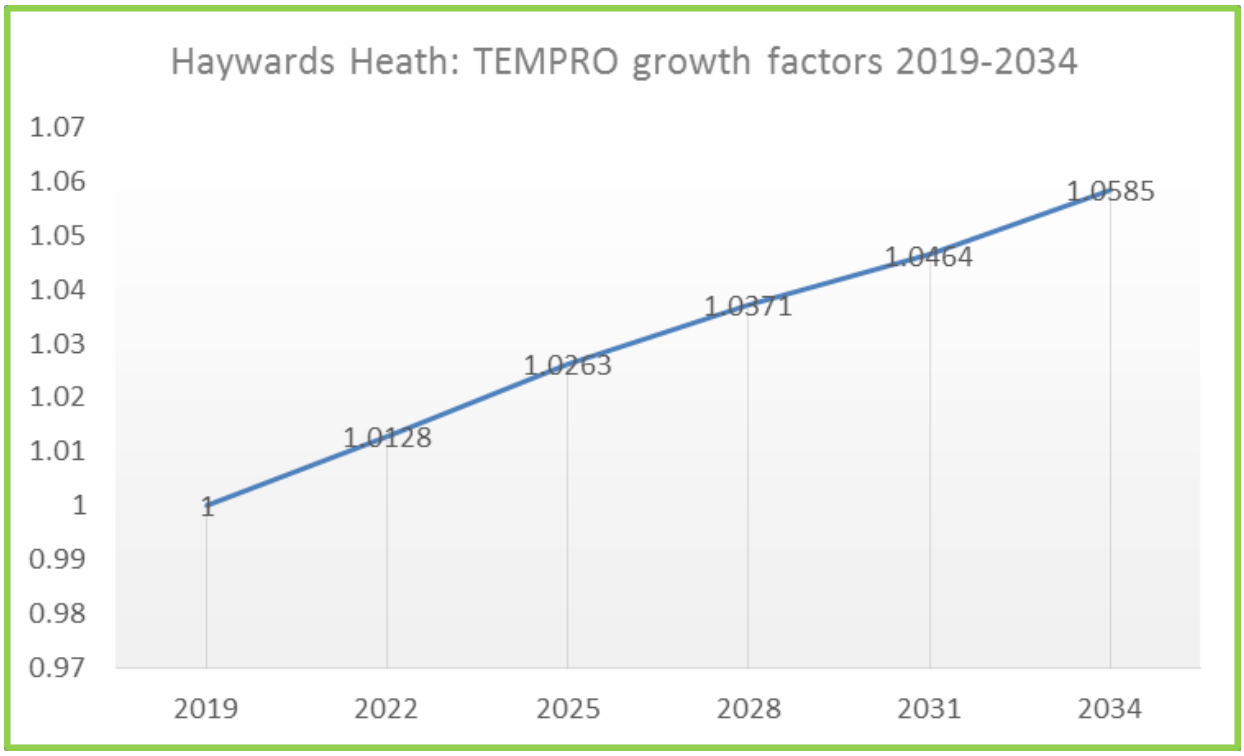
8.3 Most of these sites are not large enough or close enough to be potentially relevant to parking demand in Haywards Heath, but one exception might be the second site, which is about 2 miles south-west of Haywards Heath on the outskirts of Burgess Hill. However, the Plan states that this site would feature neighbourhood centres with a range of amenities “sufficient to meet the day to day needs of the whole of the development”. This should ensure that any additional demands upon the facilities in Haywards Heath are minimal.

8.4 As well as strategic development, other background changes such as local population growth and car ownership levels must also be allowed for. This was done using the government’s TEMPro software, a modelling tool based on the National Trip End Model. While this tool actually models the quantity of trips beginning or ending in a given area, rather than changes in the demand for parking, the two are strongly linked and changes in one may be used to predict changes in the other.

8.5 A TEMPro model covering the period between now and 2034 has been prepared for Haywards Heath based on an area that closely approximates to

the built-up area of the town. As figure 8.1 shows, this model forecasts steady growth in car trips between now and 2034, with an increase of 5.85% by the end of the period. However, it should be noted that these forecasts do not take into account development schemes still in their initial formative stages and rely instead upon default values for factors such as residential and commercial expansion and growth in employment opportunities.

FIGURE 8.1: Forecast parking levels 2019-2034



9 RECOMMENDATIONS (PROVISIONAL)

- to note the forecast increase in parking demand of 5.85% by 2034 (due to background changes alone)
- to note the high levels of usage indicated by the analysis of income from the existing car parks in the Master Plan area, with most of the car parks regularly reaching or exceeding full capacity
- to consider having occupancy and duration surveys carried out in the car parks if firmer evidence of usage levels is required
- to note the particularly high usage levels at the car parks serving the Orchard Shopping Centre and the need for adequate parking provision under the development plans for the Centre
- to aim to consolidate some of the smaller car parks which may not be making the best use of the space available, but still to ensure that all properties can be easily accessed from the car parks
- to consider introducing on-street parking charges in the Master Plan area as part of an integrated approach to on and off-street parking
- to consider introducing differential parking charges for low-emission and zero emission vehicles
- to ensure that appropriate facilities for charging electric vehicles are provided in the car parks
- to note the decisive rejection of CPZ proposals during the public consultations in 2008, and the likelihood that palliative measures introduced since that time ("No Waiting at Selected Hours") will have reduced support still further in the residential areas around the town centre
- to consider whether further investigation of a town-wide system of CPZs is appropriate in the light of the previous history.