



Mid Sussex District Council
Haywards Heath Parking Study

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Prepared by

parking
matters

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1. Introduction

This report considers the current and future parking situation within Haywards Heath with regard to both on and off-street parking. It follows previous work, referred to as ‘the Previous Study’ and should be considered with reference to this and the Mid Sussex Parking Strategy’s Main Report (‘Main Report’) which includes analysis of off-street parking. Unless essential to support the narrative of the work, the information in these other sources is not reproduced here.

Mid Sussex District Council (MSDC) and West Sussex County (WSCC) require an understanding of the current and future demands for parking within Haywards Heath in order to:

- Inform the emerging Town Centre Masterplan;
- Consider the need for a new on-street parking scheme to better serve the needs of residents and support the vitality and growth of the town.

Considering on-street parking on a street-by-street or area basis as opposed to undertaking a wider review could potentially:

- Undermine an overall strategy as it will not be as effective as a wider town-wide scheme;
- As the town develops, cause parking problems on residential streets which have previously been free of such problems;
- Restrict on-street parking, even where there is little impact on the amenity of residents, which could have a potential impact on the wider vitality and competitiveness of the town (see Parking Strategy Phase 1 report for a review of the evidence around the link between parking availability and economic vitality).

1.1 Methodology

We have sought to simplify the methodology from the previous study and have:

- Assessed current provision and demand;
- Considered potential future demand;
- Provided options for policy intervention.

Given the limited primary data-set, we have considered the different needs of; in-commuters, shoppers and out-commuters, with the impact on residents an overriding concern.

1.2 Study Area

As highlighted in the first report the study area is not strictly defined but broadly includes the central part of Haywards Heath and includes the emerging Town Centre Masterplan area. Whilst the Masterplan is hugely significant, at this stage the study is limited to considering it in general as the quantum of development and scale of change is not yet known. Outside of the central area, sample streets were selected for the previous study and the subject of ‘beat surveys’ to ascertain parking turnover and demand.

2. Current parking provision and demand

The current parking provision in central Haywards Heath includes public and commercial off-street car parks, restricted waiting on-street bays, and private car parks provided by employers.

There are relatively high levels of vehicle ownership in Mid Sussex with 86% of households with access to a car or van compared to only 81% nationally¹. There is little variation between the towns although Haywards Heath has marginally more households without a car (16.4% compared to 15.2% and 15.1% in Burgess Hill and East Grinstead and 13.6% across the district).

2.1 Parking Supply

Whilst ideally, a full and accurate picture of the number of spaces across all types of parking would be sought, this would be uneconomical in practice and, in any event, is unnecessary to broadly assess options. A desk-based exercise has therefore been undertaken using MSDC, WSCC and previous study data as well as GIS mapping to estimate the total number of on and off-street parking spaces. These sites are shown in Appendix 1.

We have categorised parking as follows:

- Parking for shoppers, defined as on-street parking places within the town centre and close to retail and shops with maximum stays of under 4 hours;
- Parking for in-commuters, generally private and allowing for all-day parking by commuters, mainly car parks provided by employers;
- Parking for out-commuters, most notably the station car park;
- Mixed Parking; MSDC off-street car parks, which allow both short and long stay as well as the two MSDC permit only car parks.

Parking primarily for Shoppers

Parking for shoppers (which includes those accessing services such as Banks, Estate Agents and Pharmacies) needs to be close to the desired destination and is currently provided through free on-street limited waiting and off-street parking. Parking in surrounding residential streets is partially controlled with ‘No Waiting at Selected Hours’ restrictions which were implemented between 2009 and 2014 by WSCC.

Table 1: Estimated Parking Provision for Shoppers

On street bays	Included	Approx. No.
30min	30m max stay bays	70
1hr	1hr max stay bays	187
2hr	2hr max stay bays	153
4hr	4hr max stay bays	136
Estimated parking available for shoppers:		546

here are approximately another 210 spaces in Waitrose and 424 in Sainsbury’s car parks which are limited to 2hrs and 2.5hrs respectively. These have been excluded as they relate directly to the supermarkets.

¹ ONS, 2011 and 2001 census

Parking primarily for in-commuters

This area is broader than the main shopping area and exceeds the area defined within the emerging Masterplan. In neighbouring streets to the Masterplan boundary, a limited supply of unrestricted on street parking bays is available along with private and employer car parks. Satellite imagery of the study area has been used to estimate off-street employer and commercial car parking where they are over 30 spaces in size. Whilst the size of the study area is relatively small, there will inevitably be a good deal of parking missed from this search and numerous car parks under 30 spaces. Utilising Open Street Map and satellite imagery a further 40% has been added to the total in an attempt to estimate smaller employer car parks. This estimate is based on our experience and can be refined if required but is considered reasonable for this study. A full list of identified parking is provided in appendix 1.

Table 2: Estimated Parking Provision for in-commuters

Parking	Included	Approx. No.
Unrestricted on street bays	As listed in appendix 1	75
Employers parking	As listed in appendix 1	1455
Additional smaller car parks	40% additional estimate smaller car parks and those not identified	582
Estimated parking available for in-commuters:		2112

Parking primarily for out-commuters

Haywards Heath benefits from a mainline railway station with direct connections to central London, Brighton and Gatwick Airport. We have included the Haywards Heath Station MSCP in this category, which could in theory also be used for in-commuters although the tariff structure would be a disincentive. The two Harlands Rd commercial car parks appear to be marketed at this segment and are also included (one NCP opposite Sainsbury’s and another operated by JustPark at the college).

The Station MSCP has 826 spaces that are available for daily use, with an additional 219 spaces which we have been unable to confirm the use of. Most likely they are reserved for season ticket holders and staff.

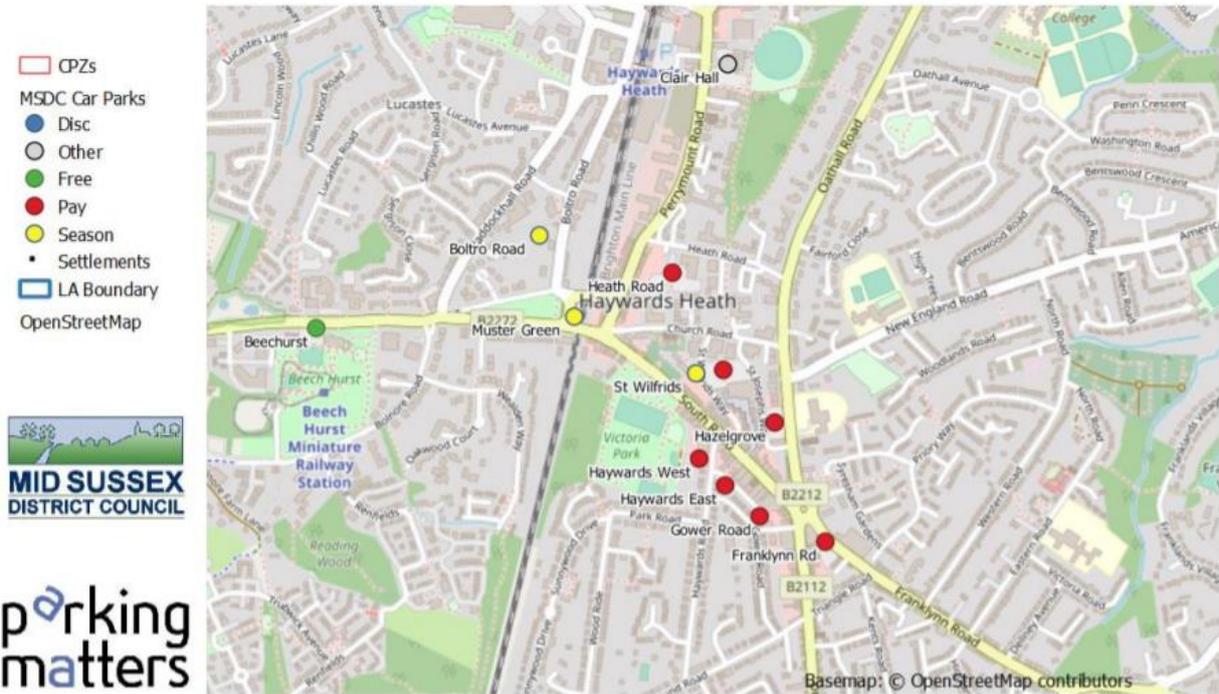
Table 3: Estimated Parking Provision for out-commuters

Car Park	Included	Approx. No.
Station public parking	Public parking within the MSCP available daily ‘turn up go’	826
Additional Station parking	Unknown additional parking, likely for staff and season ticket holders	219
Commercial paid-for parking	Harlands Rd NCP, Just Park, and CSC Permit Parking Ltd	260
Approximate parking available for out-commuters:		1305

Mixed parking

Mixed parking is made up of the MSDC off-street estate as the tariff structure allows for short stay and longer-stay parking with all-day tariffs available. The form and condition of this estate are considered in the Main Report and information is not replicated here. Boltro Rd, St Wilfrids and Muster Green are included in this category as they could be used by either out-or in commuters.

Haywards Heath car park locations and type



Summary of parking supply

We have estimated parking across the central area of Haywards Heath, regarding the emerging Masterplan and categorised these to avoid double counting. This estimate is limited by the availability of data for this desk-based study.

Parking	Included	Approx. No.
Shopper	On-street, restricted short-stay parking	546
In-commuters	Estimated on street and off-street, longer stay employer and private car parks for in-commuters	2112
Out-commuters	Estimated off-street, longer stay station and private car parks for out-commuters	1305
Mixed Parking	Off-street MSDC parking that allows for both long and short stay and could be suitable for all types of parking	741
Estimated parking spaces in the central area of Haywards Heath :		4704

3. Parking Demand

The results of the off-street surveys carried out as part of the Parking Strategy work evidence a high demand for shoppers’ parking (see Main Report). In summary, many of the central off-street car parks are close to full, or at least above the 80% threshold often applied to effectively signify that a car park is operating to capacity, once churn and circulation are taken into account.

Travel to work data as provided by the 2011 census has been used to consider in-commuting by car. The central Middle Super Output area has been selected as this covers the majority of the central area (NB: it excludes the Hospital Area). In total 4,442 people travel to Haywards Heath centre as their main place of work as a ‘car or van driver’. 1,150 of these trips are from within areas which immediately neighbour the central area, suggesting that at least a proportion of these could switch to other modes. That said these statistical units include large swathes of rural hinterland and surrounding settlements such as Cuckfield where using public transport may be impractical for many.

If the total number of commuters is assumed to be around 4,440 and the estimated number of spaces is broadly accurate (with around 4080 spaces available to in commuters, although this included the station MSCP), then this suggests that there is a shortfall of parking spaces for around 360 cars will need to be accommodated elsewhere, possibly on-street. Travel Plans usually assume a 20% absence rate when considering car park management for workers to account for employee leave, sickness and staff churn. Whilst this would reduce the shortfall, in reality, the number of available spaces is likely to be much lower as the surveys for the largely off-street Parking Strategy suggest that most of the off-street council-owned car parks are occupied by shoppers rather than commuters (with the notable exception of Heath Rd and the two permit only car parks). This would suggest that many commuters are not parking in off-street car parks.

3.1 On-street occupancy and duration surveys

As part of the previous study, parking occupancy and duration surveys took place on a sample of ten streets in the town centre and the surrounding area. These streets were specified by WSCC and MSDC. These took place on a Tuesday and Saturday in September 2019 between 7 am and 7 pm. Parked vehicles were noted at hourly intervals throughout the survey period (‘beat’ surveys). The purpose of the work was to determine the occupancy levels and, where possible, the type of parking, i.e. commuter, resident etc. based on their length of stay.

The streets were selected by MSDC and included sites with and without restrictions and were as follows:

Road Name	Capacity (veh)	Time Limit
Beech Hill	86	None
Boltro Road	61	1 hr / none
Church Road	28	2hr
Edward Road	50	None
Haywards Road	35	4hr
Kents Road	47	None
New England Road	54	1hr
Perrymount Road	83	2hr
South Road	50	30min
Western Road	132	None

Figure 1: Summary of surveyed streets, after the previous report (South Rd is estimated).

A total of 1,630 vehicles were observed on Tuesday with 1,242 on Saturday. The approximate length of the stay was used to categorise vehicles by parking purpose as follows:

- Residents: vehicles observed at 07:00;
- Short stay: vehicles arriving after 07:00 and staying for <3 hours;
- Long stay: vehicles arriving after 07:00 and staying 4 to 10 hours;
- Commuter: vehicles arriving after 07:00 and staying for over 10 hours.

The overall breakdown was found to be:

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

Figure 2: Extract from the previous study

The data for the sites, which were specified by WSCC/MSDC in the brief, provide a good starting point although it is difficult to draw conclusions as the sample size is small and the variation within the data shows no clear pattern. Another issue is that only vehicles that stayed 10 hours or more were classified as commuters. This may have been designed to try and identify out-commuters, i.e. Those parking and walking to the train station to commuters however only 2 were registered during the Tuesday beat survey; one on Western Rd and the other on New England Rd. The reality is that many full and part-time in-commuters will park for less than 10 hours.



Figure 3: average capacity from Tuesday Survey

Road Name	Capacity	Min.	Max.
Beech Hill	86	38%	57%
Boltro Road	61	31%	61%
Church Road	28	43%	82%
Edward Road	50	50%	58%
Haywards Road	35	57%	89%
Kents Road	47	66%	81%
New England Road	54	37%	63%
Perrymount Road	83	19%	55%
South Road	50	26%	60%
Western Road	132	55%	62%

Figure 4: Capacity during the day based on the Tuesday Surveys

Initial Conclusions from the surveys:

- Beech Road: 50% of the parking was considered non-resident, with 23 of the 86 vehicles staying for more than 8hrs. The road is close to the Hospital. Hospital staff parking-related may not have been picked up during the survey because of shift work (i.e. cars were present at 07:00 and so not considered as commuters);
- Boltro Rd is restricted throughout its length, with limited waiting, P&D or waiting restrictions which may account for the relatively low occupancy. The road is some distance from the main retail centres, therefore, it will be more suited to commuter use given the proximity to the station and employment uses along the road on the eastern side;
- Church Rd is restricted throughout, and close to retail. It was busy at points;
- Western Rd and Edward Rd, and New England Rd could be representative of more outlying unrestricted residential streets. All three were only moderately busy during the survey, with most parking concluded to be residential use. None of these streets are very close to the main employment or the railway station with only one ‘commuter’ recorded. New England Rd figures suggested short stay parking;
- Kents Rd was busy. The survey deemed most of this to be residential use, which simply seems to reflect the absence of off-street residential parking, but with 22% long stay non-residential which possibly reflects the proximity of the hospital;
- Perrymount Rd and Haywards Rd, are restricted throughout. A large amount of 1-3hr stays were recorded on both;
- South Road is a busy thoroughfare with retail and services on both sides of the street. The surveys noted a marked tendency for drivers to park on double yellow lines and make quick purchases before leaving quickly.

There is no clear pattern which emerges from the on-street audit surveys. However:

- Roads close to, or around the hospital, may be being used for hospital employees or visitors;
- The restrictions on some roads may require a review to better align restrictions to demand and /or policy;
- Residential roads with little off-street parking seem to be busy, although this appears to be residents themselves;
- Residential roads with off-street parking and closer to employment and retail, seem to be moderately used for short-stay parking (1-3hrs).

Calculations based on the overall level of provision for in-commuters suggests a shortfall in the number of off-street spaces. The off-street parking surveys suggest that with few exceptions, off-street P&D car parks are used by shoppers. The on-street surveys go some way to explaining where commuters are parking and suggest that a large number of in-commuters are parking on-street. Beech Hill, Edward Rd, Kents Rd, and Western Rd recorded between 17% (Beech Hill) and 22% (Kents Rd) of parking which was long-stay, non-residential which if replicated across the town would suggest in-commuters are parking on residential streets.

4. Out-commuting

The draft WSCC Integrated Parking Strategy 2020-2025 outlines that protecting the needs of residents and their visitors should be a key consideration. However, reference is also made to balancing the needs of different road users and encouraging long-stay parking in designated on-street parking places.

As a source for Method of Travel to Work from the 2011 Census gives a good indication of out commuting, at least by rail as anyone who lives in Haywards Heath and commutes by rail, must at least leave the town. The rate of rail out commuting is very high compared to the English or regional average.

	England	South East	West Sussex	Mid Sussex	Haywards Heath
Home working	10.3	11.8	12.2	13.1	11.3
Train	5.2	7	7.2	12.7	19.2
Bus	7.3	4.4	3.5	1.5	1.4
Car or van driver	54	57.5	58	56.2	48.8
Car or van pas.	4.9	4.6	4.7	3.9	3.7
Cycle	2.9	2.9	3	1.3	1.1
Foot	9.8	9.8	9.7	9.8	12.9
Other	5.7	2	1.6	1.5	1.6

Figure 5 Commuting by mode, 2011 Census, ONS

Around 4.4m railway journeys start and/or end at Haywards Heath station each year according to the Office of Rail and Road which puts it into the very busy ‘B’ category of Regional Interchanges, just one category below national hubs and within the top 100 busiest stations in the UK. Railway usage has changed only very slightly over the last few years with no obvious sign of dramatic growth or decline.

No information regarding the modal split of users to the station could be found, and the station does not appear to have an active travel plan. The station is served by a Saba operated MSCP and is full throughout the weekday inter-peak according to Saba’s information gathered from real-time data.



Figure 6: Station car park operators, Saba’s estimated car park occupancy from real time data

The current demand for out-commuter parking looks very strong. Given the options for rail base commuting along the Brighton main-line (i.e. people are likely to travel to the most convenient station), a proportion of these out-commuters are likely to be residents of the district and will be contributing to its’ economic vitality and sustainability of shops and services.

5. Future Demand

Future parking demand is difficult to predict accurately given the numerous factors and unknowns as the town develops. There are some key factors in considering future demand:

- Overall background trends, national policy and the economy;
- Local background growth as outlined in TEMPro;
- Specific local policies and plans such as the emerging Masterplan.

We have however, provided an assessment of what factors may influence future demand for on-street parking in Haywards Heath below.

5.1 Background Trends

Changes in travel habits also contribute to the uncertainty as existing modal share data cannot necessarily be relied upon to estimate future demand. According to ‘All Change’ – the first report of the Commission on Travel Demand, since the mid-1990s, there have been notable changes in how people travel over the past two decades. Trends include a 20% reduction in commuting trips per week with 18-30-year-old males travelling 50% fewer miles than they did in 1995.

Whereas in the 1990s 80% of people were driving by the age of 30, this marker is now only reached by the time people reach 45. In the decade to 2016 car traffic grew by 2% compared with 50% in the 1980s.

These changes have resulted in uncertainty concerning traditional travel demand prediction models. For example, Transport for London has stated that it does “not currently have a good explanation for the reduction in time travelling, given continued economic growth”.

The Previous Study presented TEMPro growth factors but did not suggest what the impact of background traffic growth might be. The Parking Strategy main report did consider TEMPro in order to provide some idea of future demand for off-street parking.

The Parking Strategy’s Main Report considered the outcome of surveys carried out in late 2019 and applied the TEMPro growth factors to consider potential demand

Table 4: Current Occupancy of off-street car parks 2029 (Tues)

Site name	% Occupancy												2019
	08:00	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	
Beechhurst	22%	36%	36%	33%	43%	54%	64%	99%	89%	83%	62%	23%	
Orchards	31%	81%	99%	93%	87%	94%	96%	86%	41%	8%	11%	22%	
Hazelgrove	51%	88%	93%	98%	88%	93%	96%	88%	42%	14%	9%	6%	
Heath Road	16%	26%	52%	48%	46%	42%	43%	33%	27%	28%	38%	54%	
Haywards West	33%	65%	87%	92%	79%	87%	98%	77%	44%	27%	27%	27%	
Franklynn	41%	91%	90%	85%	85%	84%	79%	64%	28%	14%	14%	15%	
Muster Green Car Park	21%	31%	38%	66%	66%	86%	66%	24%	31%	34%	48%	62%	
Gower Road	31%	49%	56%	55%	73%	59%	59%	28%	25%	23%	27%	41%	
Haywards East	52%	57%	61%	55%	64%	50%	59%	52%	50%	43%	50%	45%	

Table 5: Potential demand when TEMPro growth factors are applied

Site Name	% Occupancy												2029
	08:00	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	
Beechhurst	45%	70%	84%	86%	96%	84%	73%	55%	42%	41%	41%	36%	
Orchards	34%	81%	107%	95%	91%	96%	106%	78%	41%	15%	9%	6%	
Hazelgrove	56%	90%	107%	100%	100%	97%	105%	81%	58%	19%	15%	16%	
Heath Road	68%	103%	108%	105%	104%	97%	85%	71%	52%	25%	24%	35%	
Haywards West	55%	105%	95%	97%	105%	95%	101%	93%	67%	36%	25%	25%	
Franklynn	25%	64%	86%	88%	60%	60%	82%	66%	38%	18%	27%	22%	
Muster Green Car Park	64%	72%	79%	68%	76%	72%	57%	57%	42%	23%	26%	53%	
Gower Road	63%	99%	99%	110%	78%	83%	89%	99%	99%	26%	0%	21%	
Haywards East	39%	92%	86%	95%	82%	86%	75%	88%	62%	41%	32%	58%	

The overall demand for off-street parking is reasonably high and looks set to increase over the course of the next ten years. On-street demand is likely to follow this trend but enumerating this by applying the same growth factors to on-street parking is not possible without more baseline data for on-street occupancy (and ideally some idea of employer parking occupancy). Given this growing demand, the Main Report recommends that MSDC consider feasibility for increasing the supply of parking in the town centre.

Commuter parking was estimated at 4,080, with the number of in-commuters at 4,440, leading to a possible shortfall of around 360. Applying the TEMPro growth factor rate, (2029 attraction) used in the Main Report would increase this shortfall to 390, but this number is so heavily caveated that it should not be used as a basis for decision making. Whilst station usage is reasonably stable, no figures exist for the modal split for journeys to and from the station and where these journeys are originating.

5.2 The emerging Masterplan and residential demand

One of the key factors will be the quantum of development that comes through the emerging Masterplan which seeks to improve the townscape and improve traffic circulation. If the Masterplan is successful in delivering its vision, this is likely to increase demand for off-street parking. In turn, this could displace in/out-commuter parking leading to higher demand on-street and elsewhere.

Residential Demand The 2015 Windfall Study² shows a strong market for ‘windfall’ development across the district but does not set this out by settlement. New planning rules also make the conversion from offices to residential easier and this could take place in the town. The emerging Town Centre Masterplan seeks to promote a variety of mixed-use development in the town centre with retail and leisure uses alongside residential. This approach is accepted to promote, busier, more vibrant town centres. The town centre masterplan does not propose a number of dwellings. The impact on road space will be felt more keenly if these developments do not have off-street parking and depend on the type of housing provided and the make-up of the households attracted to live in the Town, for example, car-free commuters attracted to the town’s good connections to Brighton and London and availability of supermarket, comparison shopping and eating out in the town centre.

There is likely to be more demand for parking in Haywards Heath as the town develops, particularly if all of the regeneration aspirations of the council are achieved. This should dovetail well with the councils’ ambitions to invest and improve their estate, providing higher quality, better managed parking potentially at fewer, larger sites.

² <https://www.midsussex.gov.uk/media/2371/windfall-study-report.pdf>

6. Conclusions

The current regime is not simply the result of an ad-hoc approach but has been considered through rounds of on-street TROs, many of which were put in place around 2010 to reactively deal with issues on specific streets³. However, this approach is unlikely to have considered the wider impacts of individual TROs on the wider settlement and therefore a wider more overarching strategic review is recommended.

The results of the surveys seem to support this; there is no clear pattern of usage across the town and results on individual streets simply reflect the proximity to the town centre or major employer and regime in place.

Currently, there is a patchwork of restrictions which could be viewed as over-restrictive in some places (i.e. some residential streets) and not restrictive enough in others (i.e. around the Hospital). Potentially this approach is likely to contribute to congestion in some areas of the town, and in addition does not support whole groups of people who need to use private vehicles regardless of overriding policy objectives for modal shift from single-occupancy vehicles, for example, those who live in rural areas too far or poorly served by public transport to have an alternative.

In some parts of the town, restrictions do not appear to be supporting residential amenity in terms of helping residents to park their cars as they restrict parking for anyone regardless of their purpose throughout the day. The area to the west of Boltro Rd is one such example (TQ3224SEN) where on-street parking is prevented in a residential area with ample off-street parking, wide carriageways, and few houses directly facing the carriageway.

Allowing longer stays on low trafficked residential roads where residents have adequate off-street parking could provide a practical option for dealing with long-stay commuters. There is some policy support for this in the WSCC Integrated Parking Strategy:

Traffic Management Objectives

- To manage the free flow of all traffic on the highway and to maintain road safety for all road users.
- To share out limited kerb space amongst competing user groups, fairly and transparently.
- To maintain town centre parking charges and controls that provide effective demand management to:
 - protect the needs of residents and their visitors;
 - encourage the turnover of on-street parking of short duration;
 - support local businesses
 - encourage long-stay parking to take place in off-street car parks and/or designated on-street locations; and
 - minimise the effect of circulating traffic 'searching' for spaces.

6.1 Recommendation for a town-wide approach

Whilst the primary data collected to date cannot provide a firm assessment for future on-street demand, demand for on and off-street parking appears to be high and is likely to increase over the next decade. Demand for off-street is clearer and one of the key actions within the Strategy is to develop an Investment Strategy setting out medium-term strategic objectives for each of the Council's car parks in terms of retention, disposal, expansion development / re-purposing to meet the economic needs of

³ <http://www2.westsussex.gov.uk/ds/mis/290709cms2.pdf>

each settlement. This sits within an overall strategy of encouraging off-street parking were suitable to encourage longer stays, reduce parking congestion and safeguard residential and business amenity.

The main argument for a larger scheme would be that a joined-up approach could consider each area or street more appropriately, but within a more strategic town-wide context, responding to the needs of residents and employers, but also considering other groups such as out-commuters, who are still living in and contributing to the District’s economic and cultural vitality.

Considering the current county policy, draft MSDC off-street Parking Strategy, and the data considered in this report our town-wide recommendations are as follows:

- Medium and long-stay parking should be encouraged to use off-street car parks to safeguard residential and business amenity on-street;
- That said, in the specific case of HH, it may be appropriate to allow for long-stay parking on quiet streets where it would not be a nuisance;
- The Masterplan and the Investment Strategy should consider the off-street estate and investment options;
- A town-wide scheme should be considered in light of the development of potential future demand.

6.2 Recommendations for an on-street parking scheme

If a parking scheme such as CPZ is considered, then it should be a large scheme which covers the town centre and the area around it rather than ad-hoc changes to specific areas or streets. This would avoid simply displacing parked vehicles into surrounding streets further out.

Overall a town-wide review and Controlled Parking Zone would support the WSCC Integrated Parking Strategy better by allowing:

- The comprehensive protection of residential amenity;
- Effective financial management that justifies enforcement;
- Support local businesses and services with more parking close to their premises where possible;
- Less roadside signage and street clutter;
- The facilitation of improvements to the pedestrian and cycling environment when schemes emerge (for example replacing on-street parking with wider pavements or cycle routes);
- Encouragement of more sustainable travel where possible through permitting and restrictions;
- The overall policy objective of sharing out limited kerb space by competing user groups.

In summary, a wider scheme could support a more reasonable and logical balance between very restrictive, or completely unrestrictive on-street regimes. A hybrid approach would support road users and residents better through good design and better management.

Appendix 1 – List of identified on and off-street parking

In-Commuters			Shoppers		
Nuffield Hospital	Employer	45	30 mins	WSCC	70
Optimum	Employer	40	1 hr	WSCC	187
35 Perrymount Rd	Employer	90	2 hr	WSCC	153
			4 hr	WSCC	136
21 Perrymount Rd	Employer	150			
Rockwood House	Employer	100	Mixed		
Marsh	Employer	60	The Orchards	MSDC	208
Mid Sussex Council	Employer	260	Hazलगrove	MSDC	116
Bloomsbury Prof.	Employer	40	Heath Rd	MSDC	108
Police Station	Employer	30	Haywards West	MSDC	47
Warden Park Academy	Employer	40	Haywards East	MSDC	49
Chelsea House	Employer	60	Franklynn Rd	MSDC	75
St Josephs School	Employer	60	Gower Rd	MSDC	20
Zenith Insurance	Employer	100	Boltro Rd	MSDC	80
Burrell Rd	Employer	80	Muster Green	MSDC	30
Mill Green	Employer	180	St Wilfrid's	MSDC	8
Private CP N or Church Rd	Private	80			
Along St Wilfrid's Way	Private	40	Out-Commuters		
40% Assumption	Private	582	HH MSCP	Railway	826
			HH MSCP	Additional	219
In commuter (on street unrestricted bay)			Harlands Road	Private	120
Paddockhall Rd		31	CSC Permit Parking	Private	40
Boltro Road		12	Just Park Harland Rd	Private	100
Muster Green North		32			