

## **Summary of Comments and Objections** **Hassocks Parking Review Stage 2**

In total the advertised restrictions received 104 objections and 19 messages of support. Many messages of support made suggestions and raised similar points to objections received.

For ease of reference and to help consider the overall results of the consultation, responses have been grouped together by road, or connected group of roads, with an additional group for general correspondence and responses from commuters.

On reviewing the responses it became clear that common themes were being raised and the number of correspondents raising these common themes are summarised in tables below.

Please note that in some cases individual correspondents raised more than one of these common themes, so the number of points raised exceeds the number of correspondents in each group.

A full summary of each item of individual correspondence follows the tables of results.

## **Summary Of Themes Raised And Officer Response:**

<b><u>Point Raised</u></b>	<b><u>Number of respondents raising the issue</u></b>
<p>Parking displaced to other areas Officer Response: When parking controls are introduced across a wide area it is unfortunately inevitable that some parking will displace to new roads. One aim of this scheme has been to share available on street parking space more fairly and this will unavoidable mean that parking may be redistributed in some cases. This issue has been mitigated as far as possible by designing the restrictions to reflect existing parking patterns in roads, maintaining capacity but avoiding obstruction by inconsiderately parked vehicles.</p> <p>In addition further work is being carried out to increase off street parking in Hassocks and a project is being actively pursued that could see a new car park constructed on the ex-station goods yard, an approach recommended by many respondents to this consultation. This increase in capacity will reduce pressure on on-street parking, reducing displaced parking.</p> <p>Overall it is therefore considered that while some parking displacement may occur, this is minimised by the design of the scheme and other projects to increase off-street capacity.</p>	81
<p>More restrictions needed Officer Response: Most correspondence raised in this category requested further restrictions in roads where displaced parking may occur. The scheme has been designed to prevent obstruction and share parking availability more fairly in areas where there are long standing and well documented parking problems. Most areas where further restrictions are requested do not presently experience the same level of parking and it is impossible to predict the exact effect of displaced parking once the scheme is installed.</p> <p>It is accepted that some further restrictions may be needed in future but considered preferable to review the situation once the current scheme is installed and the effects observed. This review could be incorporated into a future road space audit.</p>	21

<b><u>Point Raised</u></b>	<b><u>Number of respondents raising the issue</u></b>
<p>Station car park inadequate  Officer Response: It is accepted that the station car park cannot accommodate the demand for commuter parking. As described above, a scheme is already underway in conjunction with Network Rail and the Department for Transport to confirm funding for the construction of a new car park on the disused railway goods yard, along with projects to identify further off street parking facilities in the area. This work should reduce demand for on-street parking, reducing the effects of parking displacement.</p>	17
<p>Request residents permit scheme  Officer Response: For economic reasons, the introduction of a residents permit scheme is only possible if it is applied across a large area. This is because such schemes are expensive to administer and the revenue from permits sold must cover the costs of introducing and operating the scheme.  The introduction of a residents' permit scheme is beyond the scope of the current project.</p>	8
<p>Specific Restriction unnecessary  Officer Response: In some cases respondents believe that a particular length of proposed restriction, usually outside their address, is not needed. These cases have been considered individually to consider whether modifications to the scheme can be accommodated, but to preserve the integrity of the overall scheme it is recommended that the scheme is largely installed as advertised.</p>	4
<p>Inconvenient to residents  Officer Response: A cluster of responses in Woodland Road raised concerns that the proposed restrictions would inconvenience residents with no off road parking, who would be required to move their cars when the proposed restriction came into effect each day.  The restrictions in Woodland Road have been designed so that a considerable amount of unrestricted parking is remains. The one hour restriction applied in parts of the road will provide areas that are unavailable to commuters so overall, sufficient parking capacity for residents is retained.</p>	3

<b><u>Point Raised</u></b>	<b><u>Number of respondents raising the issue</u></b>
<p>Specific Restriction Inadequate  Officer Response: A resident of Clayton Avenue raised concerns that the proposed layout of restrictions in this road will not address problems where refuse lorries cannot access part of the road due to high levels of parking. Officers have not received reports of refuse collections being obstructed from service operator but will monitor this situation and consider changes as part of a future review if necessary.</p>	1
<p>Lack of Electric car charging  Officer Response: Providing on-street electric car charging facilities is beyond the scope of this scheme.</p>	1
<p>Increase Traffic Speed  Officer Response: One respondent raised concerns that removing on street parking will increase traffic speeds as parked cars naturally slow passing traffic. This issue has been considered with parking controls laid out in a 'staggered' pattern along roads, providing a chicane effect with clear areas allowing traffic to pass. This will continue to provide a traffic calming effect while preventing obstructions to the general passage of vehicles along affected roads.</p>	1

### **Summary Of Themes Raise By Road:**

#### **Chancellors Park: 1 Objection, 0 Support**

<u>Objection Raised</u>	<u>Number of respondents raising the issue</u>
Parking Displaced to other areas	1

#### **Clayton Avenue: 2 Objections, 1 Support**

<u>Objection Raised</u>	<u>Number of respondents raising the issue</u>
Specific Restriction unnecessary	1
Specific Restriction inadequate	1

<u>Support Raised</u>	<u>Number of respondents raising the issue</u>
Unqualified support	1

#### **Commuter Correspondence: 9 Objections, 0 Support**

<u>Objection Raised</u>	<u>Number of respondents raising the issue</u>
Station Car Park inadequate	9
Parking displaced to other areas	3

#### **Dale Avenue: 1 Objection, 0 Support**

<u>Objection Raised</u>	<u>Number of respondents raising the issue</u>
Specific restriction unnecessary	1

#### **Downs View Road Area: 24 Objections, 8 Support**

<u>Objection Raised</u>	<u>Number of respondents raising the issue</u>
Parking displaced to other areas	24
Station Car park inadequate	3

<u>Support Raised</u>	<u>Number of respondents raising the issue</u>
Requests to extend scheme to avoid displacement	7
Unqualified Support	1

**Highlands Close: 12 Objections, 1 Support**

<u>Objection Raised</u>	<u>Number of respondents raising the issue</u>
Parking displaced to other areas	4
More restrictions needed	12

<u>Support Raised</u>	<u>Number of respondents raising the issue</u>
More Restrictions needed	1

**Kymer Gardens: 34 Objections, 0 Support**

<u>Objection Raised</u>	<u>Number of respondents raising the issue</u>
Parking displaced to other areas	34

**North Court: 4 Objections, 1 Support**

<u>Objection Raised</u>	<u>Number of respondents raising the issue</u>
More Restrictions needed	2
Request Residents permit scheme	1
New Restrictions unnecessary	2

<u>Support Raised</u>	<u>Number of respondents raising the issue</u>
Unqualified Support	1

**Semley Road: 3 Objections, 3 Support**

<u>Objection Raised</u>	<u>Number of respondents raising the issue</u>
Request Residents permit scheme	2
More restrictions needed	1

<u>Support Raised</u>	<u>Number of respondents raising the issue</u>
Unqualified Support	3

**Woodsland Road: 4 Objections, 1 Support**

<u>Objection Raised</u>	<u>Number of respondents raising the issue</u>
Restrictions inconvenient to residents	3
Parking displaced to other areas	1
Increase in traffic speeds	1
Station Car Park inadequate	1
Request Residents permit scheme	1

<u>Support Raised</u>	<u>Number of respondents raising the issue</u>
Unqualified Support	1

**General Correspondence: 10 Objections, 4 Support**

<u>Objection Raised</u>	<u>Number of respondents raising the issue</u>
Parking Displaced to other areas	7
More Restrictions needed	2
Station Car Park inadequate	3
Lack of Electric car charging	1
Request Residents permit scheme	4

<u>Support Raised</u>	<u>Number of respondents raising the issue</u>
Improve Station car park	1
Suggest more restrictions	3

## **Detailed Summary Of Correspondence Received:**

### **Chancellors Park**

Objections to Proposal:

Comments
<p>Resident of Chancellors Park: The 2 hour limited waiting bays installed as part of the Stage 1 parking review have moved commuter parking further down the road, leaving few or no passing places. This made the previous situation worse. The new 2 hour bays are frequently empty.</p> <p>More restrictions are now proposed which will leave parents of children at the infant school nowhere to drop off their children unless they park further along the road, where they are more likely to obstruct driveways.</p> <p>None of the changes in Phase 2 will improve commuter parking in Chancellors Park and will just make the current situation even worse. When traffic in the road increased due to a temporary closure of High Street, frustrated drivers were driving over grass verges and using horns. This will become a permanent problem if restrictions are installed as proposed.</p>



## Clayton Avenue

### Objections to Proposal:

Comments
<p>Resident of Clayton Avenue: Proposed waiting restrictions outside no.s 11 and 13 are not needed to maintain access and will have a severe and disproportionate effect on residents' quality of living.</p> <p>In 5 years as residents have never seen a situation where large vehicles cannot pass along the road due to parked cars.</p> <p>Even if larger vehicles such as refuse lorries have to pass this section slowly once a week, this does not justify a restriction that will affect residents at all times.</p> <p>Respondent has a large vehicle due to having 3 small children and this cannot be parked on their drive. The amount of commuter parking in the road makes it difficult to park as it is, and the restrictions in the road remove a total of 7 spaces, making it likely the respondent would be unable to park in their own road at all.</p>
<p>Resident of Clayton Avenue: Proposals are inadequate. In nearby roads restrictions are proposed to remove all commuter parking but the proposal in Clayton Avenue does not. When parking is bad now refuse lorries cannot reach the end of the road, leaving bins from no. 21 onwards uncollected. The road needs further restrictions to deter commuters. Current proposal will increase long stay parking.</p>

### Support for Proposal:

<p>Resident of Clayton Avenue: Proposal is perfect as the main issue is with traffic during the day being unable to turn in the turning head. Day time restriction will help allow vehicles to turn easily while allowing parking in the evenings and at weekends when there is never an issue.</p>
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## Commuter Responses

### Objections to the Proposal:

Comments
<p>Resident of Hurstpierpoint: The Station car park is full from 7.30am every day. People who need to use Hassocks Station after that include those from the surrounding area who have no, or very limited bus services to this or any other station.</p> <p>People using Hassocks Station include people travelling to London or Brighton for tourism, volunteers travelling to Burgess Hill, Haywards Heath and Brighton and people making essential visits to hospitals in Brighton or Haywards Heath. There is simply not enough public parking near the station to sustain these needs without the ability to use on-street parking.</p> <p>Hassocks was built and expanded due to the presence of the railway and its ability to sustain its businesses depends on visitors who use the station.</p> <p>Increased pressure on parking from these proposals could mean residents pave gardens to rent parking to commuters increasing trends to brick over green spaces and affecting drainage.</p>
<p>Resident of Hurstpierpoint: Supports idea of scheme but it should not be implemented until alternative parking for commuters is increased. There are only 174 parking spaces at the station and these are all full before 8am each day. Taking away other parking will make the station car park fill earlier, meaning a lot of people will be unable to use the station.</p> <p>It should be noted that Southern Rail recently removed services from Hassocks to Clapham. If they find the station is used less, they may well reduce the service further, leaving Hassocks with a poor rail service.</p> <p>Hassocks may be the only mainline station with no on-street restrictions, but the other stations on the line have big car parks next to the stations. Hassocks is very poorly served for long term parking.</p>
<p>Resident of Sayers Common*: Planning permission is being granted for many new homes in the areas around Hassocks, which will result in more people using trains. Removing parking availability will simply move problems to other areas.</p> <p>Local residents driving to work don't need parking during the day and most houses have off street parking so there is no need to remove commuters.</p> <p>Recent travel plans submitted with a planning application for 120 homes built in Sayers Common stated that new residents would be expected to drive to the station in Hassocks. On one hand planning applications expect this to happen but on the other hand the council is making it more difficult to park near the station.</p> <p>Residents near the station can be confrontational and abusive and don't want anyone parking in their roads. Most have garages and off street parking but chose to park on street to stop commuters using the road. One resident moves two cars onto the road to block 4 spaces. Understands why residents would be frustrated by bad parking, but this poor parking is not only due to commuters.</p> <p>If more stringent controls are introduced what is the strategy for people who want to park at the station when the car park is full?</p>

Comments
<p>Resident of Sayers Common: Supports message* above fully. Also states that where areas in Hassocks have no off street parking, then restrictions may be justified. Phase 1 of the Hassocks scheme addressed safety issues but these proposals will merely create new problems elsewhere. As more parking in the station car park is not going to be made available compromises on on-street parking are necessary. The local area cannot provide sufficient jobs for all residents and commuters' income pays local taxes.</p>
<p>Resident of Sayers Common: writes to support points raised in message* above.</p>
<p>Resident of Ditchling: Relies on commuting to London from Hassocks for work. There is a shortage of parking at the station, arriving after dropping the children at school at 9 and there are no spaces left. If restrictions prevent parking on street respondent will not be able to get to work. The station car park is expensive in any case at £30 per week. There is always ample space in surrounding streets, there are no issues with residents being unable to park and most houses have off street parking. Understands people living close to the station are frustrated, but this is part and parcel of living close to a station. This is a facility for the whole local area, not just the select few who can afford to live within walking distance.</p>
<p>Resident of Hurstpierpoint: Stopping parking on street without alternatives is a drastic measure that will affect many people. Station car park is full by 7am and expensive. There are few other parking possibilities nearby and the bus from Hurstpierpoint is unreliable and doesn't run early or late enough. Proposal discriminates against working parents won need to drop children at childcare before getting the train to work, by which time there will be nowhere to park. Most commuters are considerate in parking, restrictions are needed to control the minority who are not, rather than punishing everyone. More houses are being built in the area, which will encourage commuters but no thought is being given to infrastructure, including parking. Negativity towards commuters is unfair as most are local and there are not enough jobs in the area. Train travel is expensive and commuters should not be targeted further. Many local parking issues are not related to commuters. It is not possible or sensible to drive to work and other train stations are not an option as parking at stations such as Burgess Hill is full by 8am. Other options such as permit schemes to control numbers should be considered. Commuters shop in Hassocks on the way home and restricting parking will affect local business.</p>
<p>Resident of Hassocks: Respondent is disabled and finds walking up steep hills or slopes difficult. If travelling to London Parks as close to the Station as possible as the car park is always full. Recently tried to park at Hassocks to catch the train but could not find a space at all and had to drive on to Burgess Hill. Parking there was difficult with difficult slippery ramps to access the station. Preventing parking near the station will make it almost impossible for disabled people to catch a train at Hassocks, which is unjust.</p>
<p>Resident of Hurstpierpoint: Commutes from Hassocks Station to London and travels at varying times. If one arrives at the station after 9am the car park is full, leaving the only option parking on street in the vicinity. This situation will only get worse with large property developments being built in the area. It is unrealistic to reduce on-street parking until such time as capacity is increased at the station car park.</p>

## Dale Avenue

### Objections to Proposal

Comments
Resident of Dale Avenue: Disagrees with installing areas of restriction prohibiting waiting between 8am and 6pm Mon to Fri. This restriction is too harsh and parents of children in outlying areas will be unable to drop off or collect children from schools along Dale Avenue. Suggests a restriction applying between 11am and 1pm which would prevent people leaving cars there all day.

## Downs View Road Area

### Objections to Proposal:

Comments
Resident of Bonny Wood Road: Scheme needs to include restrictions in Bonny Wood Road, Lagwood and Ockenden Way otherwise the issue will just move to these roads.
Resident of Downs View Road: some cars parking in the road are workers in local shops so the proposal will not alleviate that problem. Restrictions will also push parking further along the road and there is already a risk that fire engines or ambulances will not be able to get through. Scheme just moves the problem to other areas. It would be better to promote car sharing and liaising with rail companies to improve commuter facilities. Free commuter buses from surrounding towns to the station would reduce demand for parking, as would encouraging residents to rent driveways to commuters.
Resident of Ockenden Way: Scheme does not go far enough to address problem. Downs View Road is the only access to Clayton Avenue, Ockenden Way and Bonny Wood Road. Proposed restrictions will push parking towards these other roads making them impassable due to parked cars. Refuse vehicles presently have difficulty accessing these roads and damage verges trying to get through. Parking opposite driveways also causes obstruction. The new restrictions will encourage this. Requests the whole road should have the 12pm to 1pm restriction or something similar.
Resident of Ockenden Way: Restrictions will move parking and congestion to other parts of the road. Access to Downs View Road will improve but parking will move to Ockenden Way and Lagwood Close. Restrictions need to be extended throughout.
Resident of Downs View Road: proposed restrictions will flood Ockenden Way, Lagwood Close and the upper end of Downs View Road with parked cars. Proposal should be reconsidered to include these roads. Also, unless the area is regularly patrolled by parking wardens the whole exercise is a waste of yellow paint.
Resident of Downs View Road: Proposed restrictions will push parking further along Downs View Road and into Bonny Wood Road. The restricted area should be increased to address this, cycling should be promoted, car sharing and a bigger car park at the station. Residents should also be encouraged to rent out driveways.
Residents of Bonny Wood Road: Restrictions do not go far enough along Downs View Road. Commuter parking will be moved further along Downs View Road and cause obstructions there.

Comments
<p>Many local residents are elderly and require ambulances and other transport in larger vehicles. This will be difficult to achieve with vehicles parked there all day. A restriction applying 12pm to 1pm would break the pattern of commuter parking but needs to be applied to the whole of Downs View Road, Bonny Wood Road and Ockenden Way.</p>
<p>Resident of Downs View Road: The proposed Restrictions do not go far enough and need to include the whole road. Present proposal will move the problem further on and cause difficulty for the emergency services. Feels sorry for commuters who have to park but Hassocks should not be a free car park.</p>
<p>Resident of Lagwood Close: Local councils all agree there is a serious problem with parking in Hassocks but the proposal will merely move the problem further away from the station. Commuters already block narrow roads but the restrictions will cause unrestricted areas to suffer the problems the plan seeks to alleviate. In Lagwood Close parked cars already cause the refuse lorry to drive over the verge to gain access and more parked cars will exacerbate the situation, making life intolerable for residents. The restrictions should be extended to all local roads and a larger car park for commuters is required.</p>
<p>Resident of Ockenden Way: Agrees a scheme is needed but proposal will make the present situation far worse, moving parking congestion of Ockenden Way and Lagwood Close. This will restrict access to driveways and prevent access for the emergency services. Proposals should be extended to include the whole of Downs View Road and Lagwood Close.</p>
<p>Resident of Lagwood Close: proposed restrictions will move parking into Lagwood Close, which already has access problems for larger vehicles. Proposes the whole of Ockenden, Lagwood and Bonny Wood have the same restriction throughout. The best idea for the area would be to enlarge the station car park or build a multi-storey on the old railway sidings.</p>
<p>Resident of Lagwood Close: Proposal will shunt parking further along Downs View Road and cause obstruction in the side roads for ambulance or fire engines. The whole of Downsview Road, Bonny Wood Road, Ockenden Way and Lagwood Close should be included in the restricted zone. Far more solutions to the issues should be considered such as more parking near the station on the old station goods yard.</p>
<p>Resident of Bonny Wood Road: Bonny Wood Road and others on the estate should also have restrictions 12pm to 1pm to deter commuters. These roads are narrow and would be unsafe without the restriction.</p>
<p>Resident of Lagwood Close: Agrees that commuter parking causes problems but the proposal will move parking into Lagwood Close, Ockenden Way and Bonnywood Road. If these roads were included in the scheme would support the proposal. A larger car park is needed at the station, the old railway sidings would be ideal for a multi storey car park.</p>
<p>Resident of Ockenden Way: would like Ockenden Way included in the proposals because surrounding restrictions will increase parking there. Delivery vehicles drive along the grass verges to get round parked cars. A fire engine would struggle to get to an emergency quickly.</p>
<p>Resident of Bonny Wood Road: There is a huge parking problem in the area but current proposal will move the problem from Downs View Road into Bonny Wood Road. These roads are very narrow and limited parking at the station causes them to be used as car parks. A number of residents use the community bus and it will be most inconvenient if this cannot get access to collect people. Elderly people rely on this for hospital transport and</p>

Comments
ambulances regularly need access along the road. Delivery vans also block the road each day. Restrictions will leave the same problems occurring when what is needed is better parking at the station.
Resident of Bonny Wood Road: Objects to restrictions on Downs View Road which will move commuter parking into Bonny Wood Road and other nearby roads
Resident of Downs View Road: Proposed restrictions will move parking up the road. Lines should be extended round the bend in Downs View Road as people are less likely to walk to the station from this end of the road.
Resident of Bonny Wood Road: Supports the proposal in principal but it does not go far enough to control increasing commuter parking in Downs View Road. Restrictions will encourage commuters to park further up the road in areas already congested with tradespeople. Request the scheme is extended to these side roads and a bigger car park at the station would be useful.
Resident of Lagwood Close: Proposal will move the problem parking into Lagwood Close, Ockenden Way Bonny Wood Road and the remaining section of Downs View Road. Currently refuse lorries cannot turn round to exit the close and an increase in parking would mean it cannot gain access at all.
Resident of Downs View Road: Proposal should be extended to include the whole of Downs View Road. Current proposal will move parking further along the road, which is not wide enough for emergency services vehicles or refuse collections to pass parked vehicles.
Resident of Lagwood Road: Supports the plan in principal but object to leaving Lagwood Close unrestricted. The area is presently a nightmare with the road full of parked cars from commuters and shopkeepers. When builders are working or refuse vans visiting residents get stuck in the estate as there is no other exit.
Resident of Ockenden Way: Ockenden Way has a footpath which runs towards the railway station. Leaving Ockenden Way without restrictions will encourage commuters to park there and use the path to get to the station. The road is presently congested at times which can prevent taxis gaining access to pick up elderly residents. Request restrictions in Ockenden Way to resolve this.

#### Support for the Proposal:

Resident of Downs View Road: Supports the proposal but it would move parking further along Downs View Road so should be extended. Cars are often parked here for weeks at a time while people go on holiday. Best solution would be a larger station car park.
Resident of Bonny Wood Road: Parking is a huge problem in Hassocks due to the station. Supports proposals but scheme should be extended to cover Bonny Wood Road and the end of Downs View Road. There is a footpath here and they already have to put up with dog walkers.
Resident of Ockenden Way: Supports the scheme but parking may move to Ockenden Way so it should be extended.
Resident of Downs View Road: Supports restrictions which will improve the Keymer Road junction, which is chaotic at school times.
Resident of Ockenden Way: Supports proposal but Ockenden Way should be included as commuter parking has increased in recent years. People now habitually park there to commute to London to take advantage of free parking. Appreciate that commuters from surrounding villages need parking but seems unfair to accommodate people from long distances away, especially those parking for 2 weeks at a time to go off on holiday from Gatwick. Welcomes scheme but it should be extended.

Resident of Bonny Wood Road: Supports proposal but requests it be included in the restricted zone as have experienced difficulties driving along the road on numerous occasions due to poor parking and commuters.
Resident of Ockenden Way, Supports scheme but requests that Ockenden Way be included in the restricted parking zone. It is challenging to navigate to and from home due to increasing numbers of parked cars. This is a safety issue as well as causing congestion.
Resident of Bonny Wood Road, supports proposal but requests restrictions are extended to cover the whole of Downs View Road, Ockenden Way and Bonny Wood Road. These roads are not wide enough for high amounts of parking and vehicles parked opposite driveways it is very difficult to exit properties. Present proposal will move commuters into unaffected lengths of roads, and cars parked here now often cause access problems for larger vehicles, which drive on verges, completely destroying them.

### **Highlands Close**

#### Objections to Proposal:

Comments
Resident of Highlands Close: Restricting parking only at the junction with Dale Avenue will move parking problems at school pick up/drop off times into the close. Residents struggle to get access at these times as it is. It is presently very stressful for residents needing access and access for emergency services at these times would be impossible.
Resident of Highlands Close. Requests restriction from 12pm to 1pm throughout the whole close. Currently teachers, visitors and commuters park all day in the close causing frustration and safety concerns. Weekly refuse lorries have difficulty gaining access often mount the kerb to get through. Access to driveways is very difficult. Schools need to provide staff parking and children should be bussed in from garden centre car parks where parents can park safely.
Resident of Highlands Close: Proposal will cause the close to be full of cars parking all day with no restriction. The road is presently very dangerous at school pick up/drop off and when school events are on due to bad parking. Emergency services would not be able to get up the road. There should be restricted parking for 2 hours to prevent all day parking.
Resident of Highfields Close: Parking in Dale Avenue is mainly taken up by teachers during term times. Restrictions in Dale Avenue will move this parking into other nearby roads. Congestion in Highlands Close is a nightmare at school pickup/drop off times. With extra cars parked in the road access will become impossible when large vehicles such as refuse lorries, deliveries etc. visit. Restrictions should be extended to cover the whole of the close to prevent this. With other restrictions around the station commuters too will be seeking other residential roads to park in. Residents of the close are very concerned about this and would like the restrictions extended. Head teachers at the school should be encouraging parents to park in public car parks and walk their children to school. This would be a health benefit and safer for all concerned.
Resident of Highlands Close: Concerned about proposals in Dale Avenue as these will encourage commuters and workers to park in Highlands Close all day. The road is currently very busy at school pickup/drop off and if more parking takes place in the access will be difficult at other times of day too. The whole road should have parking prohibited between 12pm and 1pm Mon-Fri.
Resident of Highlands Close: The close is the most vulnerable location in the area for displaced parking when new restrictions are brought in. At school Pickup/drop off times

Comments
<p>parking makes access to properties very difficult for residents, many of whom are elderly. Health visitors and carers cannot park to make calls. Increasing parking is a health and safety risk as emergency services will not be able to access properties.</p> <p>Proposed restrictions south of Highlands Close are of insufficient duration to keep the road clear of parking at school times.</p> <p>Current parking causes refuse lorries to mount the kurb, causing damage. Proposes that restrictions should apply 8am to 6pm to avoid this.</p> <p>Further restrictions are needed in Highlands Close to keep turning areas clear, suggests 8am to 6pm restriction.</p>
<p>Resident of Highlands Close: Happy that parking at the junction with Dale Avenue will be controlled but proposal for Dale Avenue will displace parking into Highlands Close, which will be unprotected.</p> <p>Parents start parking in the close before 3pm and when events are held at school parking can last all afternoon. In December the road became totally gridlocked due to a concert. A childrens club has also moved into the area from High Street which will see drop off times at 7.30 and 8am and pick up at 5pm and 6pm.</p> <p>Parked cars makes manoeuvring on and off driveways difficult or impossible. Access for large vehicles will also be difficult.</p> <p>A 1 hour limited parking restriction is needed throughout the whole close.</p> <p>The local schools need to co-operate with the local community and reduce the damaging impact of blocking narrow roads with school related parking. It would help if more off road parking was made available for staff.</p>
<p>Resident of Highlands Close: Horrified to see Highlands Close will remain mostly unrestricted. It will be left wide open to all day parking by commuters and teachers from the two schools in Dale Avenue.</p> <p>Highlands Close is narrow and movement can already be difficult for residents when vehicles are parked on the school run. The whole of Highlands Close should have the 1 hour parking restriction.</p>
<p>Resident of Highlands Close: The one hour parking restriction may stop all day parking but is insufficient to give residents safety in the close, which is narrow and blocked by parked cars for 2 hours each day on the school run. This will be worse when a nearby afterschool club opens.</p> <p>Free parking creates a hazard in the area, school vehicles, shoppers and commuters need to be restricted further from the junction.</p>
<p>Resident of Highlands Close: Concerned at the lack of restrictions on Highlands Close and Willowbrook. People parking all day in Dale Avenue will park in these roads instead. With this in addition to school run traffic congestion and inconsiderate parking will bring residents many problems. Suggests the 1 hour restriction should apply throughout to discourage all day parking.</p>
<p>Residents of Highlands Close: Proposal will move parking from Dale Avenue into Highlands Close. At school pickup/drop off parking demand increases and demand can last all afternoon. At the end of December a school concert caused gridlock and the more demand for parking, the more inconsiderate parking becomes.</p> <p>Parked cars make access to driveways difficult and hazardous. They also restrict access for deliveries, tradespeople, carers and visitors.</p> <p>Without some restriction in the road residents will be exposed to uncontrolled all day parking, which has led to damage to kurbs and much frustration.</p>



Comments
The school should co-operate with the community to reduce the impact of blocking narrow roads.
Resident of Highlands Close: Proposals on Dale Avenue will cause the close to be even more congested during the school run. If an emergency situation arose in the close during the school run access would be impossible to get near those affected. Restrictions are needed throughout the whole close. Residents already suffer massively and have to factor the school run into day to day living.

Support for Proposal:

Resident of Highlands Close: Welcomes parking restrictions but suggests a restriction applying between 2.30pm and 3.45pm is needed to cover the school run.
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### **Kymer Gardens**

Objections to the Proposals:

Comments
Residents of Kymer Gardens: Scheme places parking restrictions on 20 roads surrounding 3 schools and the station in Hassocks. Kymer Gardens is not included in the proposal. Currently up to a dozen cars park in the road twice a day during term time and recently a smaller number of cars are parked by commuters using the station. Kymer Gardens is only a 7-8 minute walk from the station and half that distance if cutting through Willowbrook Way to the local schools.
<b>Individual copies of this letter were signed and returned by 34 Residents of Kymer Gardens.</b>

### **North Court**

Objections to Proposal:

Comments
Resident of North Court: proposed restriction discriminates against residents on the north side of the road who will not benefit from the proposed aims of the scheme to restrict all day commuter parking. It will achieve the opposite by concentrating commuter parking in front of these houses. These residents will suffer inconsiderate parking, with vehicles left too close to driveways daily. Sometimes vehicles are left like this for long periods as an alternative to parking at Gatwick. Request that the proposals are modified to prohibit parking 12pm to 1pm Mon-Fri on the north side of the road.

Comments
<p>Resident of North Court: Restrictions will horribly affect their section of the road. Parking has increased significantly in recent years and there have been occasions when visitors cannot park anywhere near the house. Phase 1 restrictions have made the road safer but leaving an area free of restrictions so close to the station will make the road into a car park.</p> <p>The proposed 1 hour restriction should extend along the whole west side of the road. There should be plans to increase available parking at the station as residents lives are being made a misery by commuter parking.</p>
<p>Resident of North Court: The first stage parking review has not been assessed to see if the 2<sup>nd</sup> stage is still required.</p> <p>The 1 hour restriction punishes residents for parking outside their own homes, there should be an option for parking permits.</p> <p>To avoid needing to move the car daily, residents will need to pave over their front gardens, contrary to green space and flood prevention plans in the area.</p> <p>Complicated 2/3 tier restrictions in the street will be complicated to enforce and will move problems elsewhere.</p> <p>The new restrictions are not wanted and not needed.</p>
<p>Resident of North Court: Proposed restrictions are overly zealous and will negatively impact residents.</p> <p>Changes in Phase 1 are working well and had a positive impact.</p> <p>If further restrictions are introduced residents' permits should be introduced.</p>

Support for Proposal:

<p>Resident of North Court: Bin lorries and other vehicles find it difficult to turn around to leave North Court when commuters block the turning head. Yellow lines in phase 1 should have been longer and phase 2 improves this issue.</p>
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### **Semley Road**

Objections to Proposals:

Comments
<p>Resident of Semley Road: Having large lengths of road with 1 hour no waiting will anger residents which is the opposite of the result the council is trying to achieve. The number of residents needing to park their cars on street is higher than the available spaces.</p> <p>Residents who live in roads affected by the restriction will move their cars into other roads. The only agreeable solution is a parking permit scheme.</p>
<p>Resident of Semley Road: Proposals will affect innocent residents of Smley Road in an attempt to chase off commuters. Best solution is to introduce a parking permit scheme.</p>
<p>Resident of Semley Road: Supports the scheme in principal but the layout of restrictions does not take into account the current situation. Some years ago WSCC put up notices at the southern end of the road asking people not to park on the eastern side of the road to maintain access for emergency vehicles. The proposed Order will encourage parking on the eastern side of the road outside of the restricted hours. In addition, vehicles are likely to be parked half on the verges, causing damage.</p>

Support for Proposal:

Resident of Semley Road, fully supports the proposed restrictions.
Resident of Semley Road, Supports proposal, commuters arrive early in the morning and wake residents by slamming car doors, then leave residents' visitors nowhere to park.
Resident of Semley Road, supports the scheme particularly for Semley Road where they are plagued with commuters and holidays using the road as a long term car park. Daughters cannot park when they visit.

**Woodland Road**

Objections to Proposal:

Comments
Resident of Woodland Road: Concerned the no waiting 12pm to 1pm restriction will seriously inconvenience residents, local businesses and visitors to Hassocks. Parking problems do need to be addressed but there are more appropriate ways to do so.
Resident of Woodland Road: Proposals will displace commuter parking into fewer areas and encourage more aggressive and inconsiderate parking behaviour. This will be as a result of there being no other obvious locations for motorists to park. The current situation has been exacerbated by recent extensions of limited waiting bays for shoppers near Woodland Road. If the restrictions are implemented the respondent requests an access protection line to prevent parking across their driveway.
Resident of Woodland Road: The road will be less safe because parked cars slow traffic, so removing it will increase traffic speed in the road. The restrictions will be impractical for residents because competition for unrestricted spaces with commuters and holiday makers will not leave enough spaces for residents who need to park on street. Residents would have to move their cars during the restricted times but there won't be any unrestricted spaces to move them to. It will be more costly to monitor compliance with the restrictions by traffic wardens. Proposes leaving restrictions as they are and improving parking capacity at the station.
Resident of Woodland Road: Restriction limiting waiting at lunchtime will deal with commuters but make things much more difficult for residents and visitors. Parking on unrestricted side of the road will fill quickly and commuters will park there if available. There is not enough room for all the residents' cars on the unrestricted side of the road so some residents will have to move their cars at lunchtime. Residents who do manage to find an unrestricted space will lose their space if they use the car in the morning and then face the problem of what to do with their car during the restricted hour. The root of the local problem is a lack of low cost parking at the station. The priority should be to resolve this. There has been no explanation of why residents' permits are not an option. It would also be best to assess the effect of the stage 1 parking restrictions before making things even more difficult for residents.

## Support for Proposal

Resident of Woodland Road: Totally supports proposals in Woodland Road. Increasingly it is difficult to access driveway due to selfish parking. Proposed solution works as they have seen similar restrictions introduced in other areas which resolved problems totally.

## **General Responses**

### Objections to proposal:

#### Comments

Resident of Hassocks: Commuters are blocking available parking in the town. Proposals are not substantiated by any study and the plan papers over the cracks, causing problems in other areas of Hassocks.

Local authorities are allowing massive over-development of local towns and Hassocks Station will take the brunt of extra commuters. The parking problems will get worse.

The scheme will move commuters a couple of hundred yards further up each of the roads, adding a minute or two of walking onto the day of commuters and frustrating other residents. The problems will just be shifted around the town a little.

This will make things more difficult for residents not lucky enough to have restrictions near their homes.

Commuters cause parking issues but bring no benefit to Hassocks, they just make the roads excessively busy. It would be better to make it too difficult for them to park at all or provide a proper car park to their impact is managed.

Why not make all roads in Hassocks no parking for 1 hour a day at assorted times, with permits for residents. This would keep costs to a minimum avoiding the cost of lining and signage.

Funds should be applied for to buy the land across from the current car park which keeps being proposed for housing but would be better as a car park with a bridge to the station.

Free parking on street would still need to be removed.

Current proposal does not go far enough.

Resident of Hurstpierpoint: Why are traffic wardens not dealing with the bad parking?

Removing parking in surrounding streets will move it down the road to people who never had problems previously but will now be clogged up all day.

People near the station moved there knowing commuters park there. It's like moving somewhere and complaining about a pub that's been there longer than they have.

Councils should work with Southern Rail and look to expand the station car park before restricting parking and moving the problem into new roads.

Resident of Hassocks Lodge: The plan does not address the lack of electric charging points.

Suggests one be installed instead of the disabled persons' bay on Keymer Road and install the disabled persons' bay in Chancellors Park in place of a grass verge there.

Comments
<p>Resident of Chancellors Park: Hassocks is the only station in the area with free parking near the station and the majority of homes affected by problems have short drives ways without enough off road parking. It has become a daily battle to park near one's own house. If deliveries are due residents have to park outside their houses late at night to free up the driveway, but restrictions will make even this option unavailable as they won't be able to park on street either due to the restrictions.</p> <p>The only acceptable way to resolve the problem is a permit parking scheme.</p> <p>The current proposal will simply move parking a little further along the roads to a point outside the restrictions.</p> <p>Residents of areas covered by restrictions will suffer themselves as they will be prevented from parking outside their own homes.</p> <p>Restrictions may be of benefit to some residents but overall will penalise local residents just as much as the commuters.</p>
<p>Resident of Lagwood Close: Proposals will force commuters to park beyond the restricted areas causing more difficulties. The answer is to introduce a residents parking scheme. Commuters in Hassocks come from as far as Brighton to find free all day parking, some use the area as free parking for Gatwick.</p> <p>Some limited parking between 12 noon and 1pm may be possible but what happens when builders need to work all day at a property?</p>
<p>Resident of Parklands Road: Putting parking restrictions on all roads off High Street will exacerbate issues in surrounding roads, including Parklands Road.</p> <p>With no off street parking, residents going out for the day return to find nowhere to park near their homes and restrictions will move parking into unrestricted roads, making this situation even worse.</p> <p>Parking restrictions should not be introduced until the wider issues are resolved, Hassocks needs another car park.</p> <p>Restrictions should have an exemption for residents or permits. Current scheme penalises residents the same as the commuters and it would be better to leave things as they are.</p>
<p>Resident of Ockenden Way: Restrictions will move parking problems into other roads. The best solution is to increase parking at Hassocks Station, perhaps with a multi--storey car park.</p>
<p>Resident of Parklands Road: Design of the scheme is incomplete. Despite several meetings outlying roads including Parklands Road have no solutions proposed. It is wrong to install new restrictions before these roads are resolved too. Parking problems will be shifted to roads such as Parklands Road. Station car park is not oversubscribed due to free on street parking. Car park in Dale Avenue is restricted, this restriction could be removed to improve capacity and a residents' permit scheme introduced. The old gas works site south of the station yard could be redeveloped as a car park.</p>
<p>Resident of Parklands Road: Proposal will syphon cars towards unrestricted roads including Parklands Road. If the scheme goes ahead, Parklands Road needs a permit parking scheme.</p>
<p>Resident of Flowers Close: Supports restriction overall but restrictions in outlying roads such as Ockley Lane are not restrictive enough. The road there has limited visibility and is frequently congested, which will be worse when a nearby development is built. All parking south of Beacons or Flowers Close should be restricted.</p>

## Support for Proposal:

Resident of Grand Avenue: TRO is welcome but does not go far enough. A roundabout is needed at the junction of Grand Avenue and Keymer Road and long term provided in the Station goods yard.

Resident of Stafford Way: Fully supports the proposal but suggests an extension to restrictions on Keymer Road west of Ockley Lane. There is a property here being converted into flats and since construction started parking has taken place on the northern side of Keymer Road. This causes a problem for drivers on Keymer Road and obstructs vision for drivers emerging from Stafford Way. It also obstructs a pedestrian crossing point. There is a risk that once the construction vehicles are no longer on site residents will start parking there, leading to long term problems. If the TRO restricts parking in other areas commuters may be tempted to park at this point too.

Resident of Farm Close: Fully supports scheme but suggests no waiting restrictions on Farm Close would be better on both sides of the road on the bend.

It would also be better to have stop lines at the end of Stonepound Road instead of before the bend in Farm Close to improve vision at the junction.

Proposals will push cars to any areas with free spaces including Farm Close. It would be helpful to have restrictions there at the turning head to keep it clear.

Resident of Lodge Lane: Supports the proposals as the number of vehicles parking all day in Hassocks make it extremely difficult for residents to use shops and schools.

Some current parking around junctions is extremely unsafe, reducing visibility and making the junctions awkward to use. Suggests reinforcing restrictions on Keymer Road opposite Grand Avenue as cars parked here make the junction particularly unsafe for pedestrians.