

# HURSTPIERPOINT COMMUNITY PARTNERSHIP

## LOCAL TRANSPORT PLAN 2008-2026 (4th Stage)

### FOREWORD

Hurstpierpoint Community Partnership is acting as the co-ordinator of this Local Transport Plan but the major stakeholders to the proposals contained in the document are as follows:

- West Sussex County Council (County Local Committee and Highways)
- Mid Sussex District Council (Local Councillors and Parking Officers)
- Hurstpierpoint Parish Council (Chairman and Services Committee Chairman, and Parish Clerk)
- Hurst Society (Secretary and Membership Secretary)
- Hurst Traders (Delegated Committee Members)
- Police Community Support (Local Officer)

Other key Parish Groups will be consulted as appropriate during the analysis and drafting stages of the Plan and the final Draft Plan will be made available for public consultation before it is adopted as a definitive document for implementation, wherever possible.

The objective of the Local Transport Plan 2008-2026 is to prepare a document that will form the basis of the Parish's policy for all transport related issues that will be faced over the next 20 years or so. This is the same period as that being addressed under the current Mid Sussex Core Strategy on Housing initiative, any implementation of which will undoubtedly significantly impact the traffic flows around Hurstpierpoint. This is against the backdrop of existing difficulties in respect of transport and associated issues in the area.

The objective will only be achieved if the issues are considered in 'jigsaw' fashion, namely with each specific piece (i.e. substantive matter) forming part of an overall 'picture' (i.e. a fully integrated plan). That is the reason for gathering together the afore-mentioned key stakeholders who will work together to produce a document that is over-arching, realistic and futuristic and geared to ensuring that Hurstpierpoint remains an attractive **village** in which to live, work and conduct viable business on a sustainable basis for many years to come.

### THE KEY COMPONENTS

For the Plan to be fully integrated it is essential for all of the main facets of 'transport' to be included in the analysis and to form part over the over-arching final proposals. These facets have been identified as follows:

- **Gateways/Signage Policy** – principal signage at main entry points and 'furniture' throughout the village and also for pedestrian safety in the village
- **High Street Parking Policy** – to include yellow and white lines review, the need for adequate delivery facilities (enforcement of agreed policies to be considered in due course)
- **Car Parking Policy** – to incorporate future volume calculations as to capacity, potential for increased parking areas, mix between short and long term facilities and specific signage to the village's car parks (enforcement of agreed policies to be considered in due course)

- **Speed Restriction Policy** – to consider the overall speed limits within the village and main approaches to the village and consideration of desired cycle routes in the area (enforcement of agreed policies to be considered in due course)
- **Lighting Policy** – to consider the requirements on village roads for safety issues and for consistency in design which itself should be geared to attracting visitors to the village.

## **ACTION PLAN**

It was agreed that the key components should be allocated to ‘work groups’ who have taken responsibility for investigating respective elements and reverted to the Hurstpierpoint Community Partnership ‘group’ with initial scoped proposals as outlined below.

The work groups and outline plans were as follows:

### **A. Gateways/Signage Group**

- Comprising Andrew Hair (chair), Simon Banham (Hurst Traders), Rebecca Hair (Parish Council) and Susanna Kemp (District Councillor).
- This group has considered the village gateways at Albourne Road, Brighton Road, Cuckfield Road, College Lane and Hassocks Road; the principal signage furniture requirements and standards throughout the village; and pedestrian safety in the village, particularly in the narrow sections of the High Street

The recommendations of the group are:

1. That entrances to the parish and to the village should make it clear to drivers that they are entering rural environments
2. That these entrances should give an indication that speed should be reduced commensurate with the area being built-up and pedestrian friendly
3. That the entrances should be attractive and welcoming, incorporating bulb and flowering shrub planting
4. That street furniture/signage should be clear, durable and of good quality and appearance, all in keeping with a rural setting
5. That traffic signs should clearly indicate main destinations within and outside the village, particularly car parking sites. These signs should be suitable, consistent (unlike at present) and in keeping with a rural environment that contains several Conservation Areas. Specifically, the oak finger-post signs (black on white) and the blue and white enamelled road name signs that remain within the Parish should be retained
6. That pedestrian signs should similarly be clear and informative and in keeping with the historic nature and Conservation Area status of the village of Hurstpierpoint. Principal destinations (e.g. the High Street, Car Parks, Health Centre, Village Centre and the Guides and Scouts HQs) should be clearly signposted
7. That a standard of gold lettering on black signs should be adopted throughout the village and that those postboxes, telephone boxes and individual property names of historic value be retained
8. That any unsigned twittens should be named and signed, e.g. Ribbetts Twitten, Policeman’s Lane, Oldways Twitten and Weald Twitten
9. That a standard of black/gold bollards should be adopted throughout the village
10. That pedestrian safety should be enhanced by making it impractical for vehicles to mount/park on pavements in and around the High Street, if necessary by increasing the number of bollards installed (with a proviso that adequate passing places for cars would be needed to avoid complete gridlock in that area)

11. That High Street pavements should be made wide enough for prams, push-chairs and disabled-people vehicles to be accommodated; this is a particular problem around the Nationwide Building Society area
12. That the block paving on the western end of the High Street indicating the start of a pedestrian dominated area be re-positioned so as to encompass upper Cuckfield Road and Trinity Road, namely around the entrances to St Lawrence School.

### **B. High Street Parking Group**

- o Comprising Christopher Maidment (chair- NB: Mr Maidment has relinquished his position on MSDC since this paper was drafted), Andrew Hair (Hurst Society), Simon Banham (Hurst Traders), Susanna Kemp (District Councillor)
- o This group reviewed existing yellow and white lines within the village and considered the positioning of the pedestrian crossing in the High Street (and the confusion that to some users exists with the pinch point priority) and assessed the necessity/practicality of creating a delivery zone on the southern side of the High Street and potential for specific delivery times to be introduced

The recommendations of this group are:

1. That a loading bay area be created outside the New Inn in the High Street to facilitate deliveries to village centre shops at specified times of the day, e.g. outside the peak times of 8.00-10.00am and 14.00-17.00pm (if practical arrangements can be made with suppliers)
2. That short-term parking in designated places in the High Street should be limited to 20 or 30 minutes to encourage a greater turnover of potential High Street shoppers
3. That every opportunity should be taken to increase the availability of safe short-term parking spaces in and around the High Street, whilst deterring any unsafe parking e.g. outside the Mansion House in the High Street; on restricted view sections of Brighton Road on the way south out of the village; around St Lawrence School at peak times; outside The Glebe.

### **C. Car Parking Group**

- o Comprising Rebecca Hair (chair), Christopher Maidment (former District Councillor), Simon Banham (Hurst Traders) and Andrew Hair (Hurst Society) with links to Merve Booth and Sue Rees (MSDC Parking Services/Development)
- o This group considered potential for increased car parking capacity within the village making allowances for the probable increased traffic flows over the next 20 years; the mix between short and long term parking facilities and whether short-term should mean 2hrs or 3hrs; specific signage to current village centre car parks

The recommendations of this group are:

1. That, wherever possible, the off-road parking in the village has usage restricted to residents, workers and shoppers of the village (perhaps by introduction of a 'permit system'?)
2. That, wherever possible, employers in the village provide parking capacity for their staff. In particular, that land between St Lawrence School and the Village Centre be considered for additional school staff parking to that currently available in that area, thus freeing up a significant percentage of the long-term section of the Trinity Road car park in term-time
3. That consideration be given to increasing off-road car parking capacity in the village by utilising the area south of the current road barrier to the South Avenue cemetery and, in the fullness of time, by creating a two-level facility at the Trinity Road car park

4. That 'edge of village' sites be **assessed for potential** as 'park and ride' car parks as an alternative to existing village centre car parks that may be used by Hassocks Station commuters and others (any detailed proposal in this regard would need to be specifically considered as to impact on the Parish)
5. That, until greater analysis has indicated a definite need for 3-hour short-term parking in the Trinity Road car park, the current 2-hour restriction should continue as that enables a greater turnover of visitors/High Street shoppers and better facilitates use of that car park by parents dropping-off/collecting children from St Lawrence School

If the recommendation contained in C.2 above is adopted, then there may be some potential to convert some of the long-term parking spaces in Trinity Road car park to medium-term (3-4 hours) parking.

#### **D. Speed Restriction Group**

- o Comprising John Wilkinson (chair), Greg Driver (Hurst Parish Council and Speedwatch member) and Christopher Maidment (former District Councillor)
- o The purpose of this group was to assess speed data and criteria for speed limit changes from Vince Tipper (WSCC Highways), and accident data from Helen Eyre (CPSO) to assess the actual position regarding speeding throughout the village; to assess the extent and locality of speeding problems; to consider changes to current speed limits and speed limit signage (permanent and short-term); and, to consider what speed limit observance 'persuasion tactics' could be introduced

The findings of this group are:

1. That little meaningful data is currently available to assess the volumes and locations of traffic failing to observe established speed limits in the Parish and village
2. That anecdotal evidence points to the 30mph speed limits on all roads into/out of the village are more often disregarded than observed
3. That there appears to be particular non-observance of speed limits on the main east/west (Hassocks Road/Albourne Road) and north/south(Cuckfield Road/Brighton Road) routes into/out of the village and along stretches of College Lane
4. That even observance by motorists of the 30mph limit around St Lawrence School at peak times does not obviate safety concerns re children/parents on foot

The group's preliminary conclusions are:

- That WSCC Highways be requested to obtain better traffic speed data for peak usage times (8am to 11pm) to enable well-informed decisions to be taken re traffic calming requirements
- That consideration should be given to the establishment of a peak-time 20mph zone around St Lawrence School (upper Cuckfield Road and western Trinity Road)
- That east/west 'through traffic only' should be deterred from using Hurstpierpoint High Street during the hours of 8am-10am and 3pm-5pm though any initiative in this regard should not deter visitors to the village's businesses (see Gateways/Signage section re directions to the village car parks).
- That consideration should be given to traffic-lights being installed enabling alternate one-way traffic flows only through the centre of Hurstpierpoint High Street (e.g. Nationwide in the west to The Poachers in the east) between the hours of 8am and 8pm
- That some form of traffic calming (e.g. pinch points) at the entrances to the village boundaries be considered to reinforce the fact that Hurstpierpoint is a rural village
- That consideration be given to the addition of a pedestrian crossing outside the St Lawrence School main entrance in Trinity Road

**E. Lighting Group**

- o Initial review led by Parish Council (Rebecca Hair, Chairman HPC Services) and supported by Hurst Society (Andrew Hair)
- o The purpose of this review was to consider the requirements for lighting on the village streets and to determine a policy for consistency of design appropriate for a rural setting

The Group’s preliminary recommendations are:

1. That swan-neck lights should be retained (and possibly listed) and that modern posts should be replaced with swan-neck lights, original style, within the Parish’s Conservation Areas
2. That lighting should be ample without being intrusive
3. That all 24-hour-burning lights should be revised to incorporate timer switches
4. That all Parish owned lighting should be retained at the current time.

**CONCLUSIONS**

It is accepted that the LTP has still to be refined before it can be regarded as a well considered, fully integrated and workable Plan for appropriate authorities formally adopt for funding allocation and subsequent implementation.

However, in the short-term, it is hoped that the Plan will form a reasonable brief for WSCC in particular to progress more detailed analysis re design planning over the next couple of years that would lead to implementation work being conducted in 2011/2012 in line with provisional budgets earmarked for Hurstpierpoint village centre traffic and speed management.

The Hurstpierpoint Local Transport Plan is, therefore, an extremely important and powerful document for the future of the village. As such, it is essential to retain the ‘partnership’ approach to the foundation work and for all of the proposals/principles contained in the Plan to continue to have consensus agreement of all the stakeholders, including the general public of Hurstpierpoint.

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