

# Notes of Residents Meeting to discuss Parking at the Southern End of Clappers Lane

Fulking Village Hall, 7<sup>th</sup> July 2017, 7:30pm

Meeting led by: Linda Dyos

Assisted by: Miles Firth

## Opening Remarks:

The meeting concerns Clappers Lane only and specifically parking issues at the southern end. These issues can be broken down as follows:

- Too many cars, with the likelihood of more in future, leading to increasing access problems especially for emergency vehicles.
- The narrowness of the road, particularly at the very southern end and on the bend after no 45.
- Heavy vehicles using the lane, leading to accidents.

This has been a long-standing problem, and several steps have been taken to try to address this which include:

- Notifying the databases from which Sat-Nav data is drawn that Clappers Lane is unsuitable for Heavy Goods Vehicles (HGVs) and has speed and width restrictions.
- Placing an "Unsuitable for HGVs" sign at the southern end of the lane (to match the one at the northern end). Unfortunately, this was immediately removed by persons unknown. Discuss with Highways about a replacement.
- Establishing ownership of the verges and banks in this area. Mid Sussex District Council acknowledged ownership and proposed a possible lease disposal transfer of ownership/responsibility to the Parish Council for highway and verge exposed by widening the road
- Contacting West Sussex County Council to establish options and funding for changes and improvements. Their representative said that no funding apart from "Section 106 agreements – developers funding" would cover this. There is currently no prospect of large scale development in the vicinity. Suggestion to meet up with Highways and the new County Councillor to discuss options.
- Asking Preston Nomads Cricket Club to increase the amount of parking for residents (currently 6 spaces - now all taken). This has been refused by PNCC due to security fears.

In terms of viable options there appear to be four alternatives:

- 1 Widening of the road – will increase safety, but may not increase parking capacity.

- 2 Creation of an overflow car park - would provide extra capacity and improve safety.
- 3 Establishing a regulated residents parking scheme – benefits depend on implementation.
- 4 Reorganisation of parking arrangements e.g. parking on the other side of the road – benefits depend on implementation.

### Comments from the Floor

Several alternative ideas were put forward:

- Road Level – If the road level was raised in the southern end of CL then that would automatically create a wider and safer passing area.
- Speeding – Although covered by a 20mph limit, it seems that road users tend to speed in this area thinking that they are out of the centre of the village, or perhaps because they are unfamiliar with the village as they go to PNCC. Better enforcement might help.
- Entrance drives / off-road parking – a number of residents (3-4) have investigated installing off-road parking by creating 1-2 parking spaces in front of their houses. However, they have encountered considerable difficulty and expense establishing ownership, obtaining “crossover licences” (around £1,200) and getting planning permission from MSDC. Since even a well-positioned drive reduces on-road parking, it is expected that the net gain from this could be 3-4 spaces. Those premises could gain in safety and security (and value).
- Overflow Parking – A possible scheme (North of No 45) had been investigated and rejected for a combination of reasons including access, control, safety and devaluation of property. Two more options for sites were proposed, although they had some disadvantages but could be investigated.
- Overflow Parking Hybrid – There is a possible hybrid scheme combining road widening, the use of adjoining land and a reorganised road layout, which involves further negotiation between local residents. This would provide a significant number of spaces, possible traffic calming and improved access.
- Traffic Calming – Speed bumps or similar were proposed (also to cover the corner by Lower Kents). It was noted that this wouldn’t provide extra parking and the exact implementation needs to be investigated as some schemes result in damage to cars and property. At the least an illuminated sign could be considered
- Funding – Although not discussed in detail, it was suggested that this should not prevent schemes being proposed as there were sources of funding that could be investigated if a suitable scheme is proposed. It was decided not to contact the local MP at this stage and save that for a village-wide investment if appropriate.
- Tolerance – It was noted that residents could be more flexible about on-street parking in front of their houses, or could perhaps share off-road parking capacity.

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- Regulated Scheme - marked spaces might lead to more effective use of capacity in the lane. Currently, there are often badly parked cars leaving large spaces between cars.

### Action:

- Investigate the attitude of South Downs Park Authority to give permission for off-road parking.  
Parish Council
- Contact Affinity Sutton (landlords for some CL Properties) regarding their attitude to off-road parking  
Linda Dyos
- Continue discussions with residents about Hybrid Overflow Parking scheme.  
Neil Cooper
- Contact owners of alternative overflow parking sites to determine their attitude.  
Miles Firth
- Circulate local residents with request for more tolerance about on-street parking and providing off road spaces via website/ mailing list.  
Miles Firth
- Arrange meeting with Highway, MSDC and County Councillor  
Parish Council

### Next meeting.

Linda to convene another meeting when there is anything of substance to report to residents.

Miles Firth  
8<sup>th</sup> July 2017