



LINDFIELD VILLAGE



Commentary on the Action Plan 2006

LINDFIELD VILLAGE ACTION PLAN

COMMENTARY

PART I – QUESTIONNAIRE RESPONSES pp 4-46

PART II – WORKING GROUP COMMENTARIES pp 49-118

Published by the Lindfield Village Plan Steering Committee.

LINDFIELD VILLAGE PLAN STEERING GROUP

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Copies of the Lindfield Village Action Plan may be obtained from the Parish Offices below for £5. Additional copies of this Commentary are also available for £2. A CD, containing both Action Plan and Commentary, may also be purchased for £2. Both documents may be viewed on both the Parish Council websites (below)

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PART I – QUESTIONNAIRE RESPONSES

Introduction

When it was decided to begin the process of formulating a Village Plan for Lindfield, two public meetings were held at the King Edward Hall to sound out local opinion and then it was agreed to circulate a Questionnaire in the October 2005 edition of the "*Lindfield Times*" in order to give the people of the village the opportunity to express their minds on a whole host of issues.

The Village Plan itself comprises an attractively produced brochure containing [number] Action Points, which will be passed on to the Parish, District and County Councils and other appropriate bodies responsible for making decisions about the issues raised.

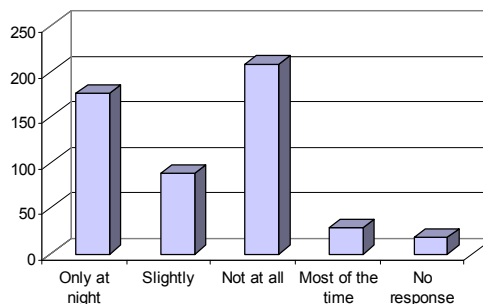
Because it needs to be brief and to-the-point, the Village Plan Steering Committee felt that an explanatory document or "Commentary" should be prepared, giving background to the Action Points. This includes the responses to the Questionnaire and the supporting comments of the Working Groups, which produced the Action Points.

Part I therefore contains the responses to the questions posed in the Questionnaire, with a summary of the many comments made by the 516 people who completed the Questionnaire.

A detailed schedule of all the comments is held at the Lindfield Parish Council Office, 6 Denmans Lane, Lindfield RH16 2LB and may be consulted there during the Office opening hours (Tuesdays 1pm to 4pm, Thursdays and Fridays 10am to 1pm).

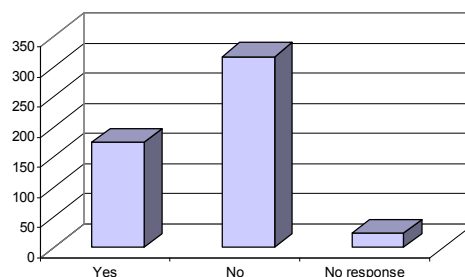
Question 1 – Do you feel unsafe in Lindfield ?

Only at night	176	34%
Slightly	88	17%
Not at all	208	40%
Most of the time	29	6%
No response	18	3%
TOTAL Responses	516	



Question 2 – Do you have any concerns with regard to your safety & security ?

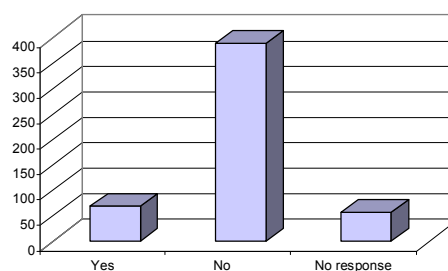
Yes	175	34%
No	318	62%
No response	24	5%
TOTAL Responses	516	



Question 3 – Lindfield has a Local Action Team addressing issues of safety and security in the village. Are you prepared actively to participate in:

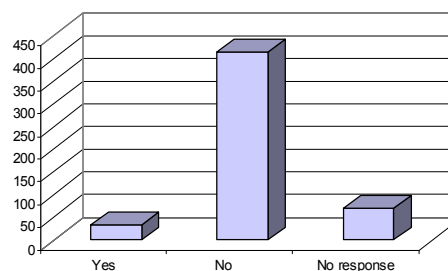
(a) Community Speedwatch

Yes	69	13%
No	390	76%
No response	57	11%
TOTAL responses	516	



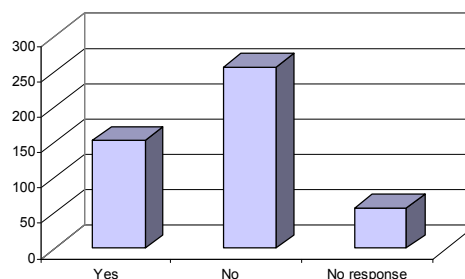
(b) Facilities/activities for young people

Yes	33	6%
No	414	80%
No response	70	14%
TOTAL responses	516	



(c) Neighbourhood Watch

Yes	169	33%
No	281	54%
No response	67	13%
TOTAL responses	516	



Question 4 – Use this space to tell us about issues you would like to draw to our attention

We received responses to this question that can be summarised as follows:

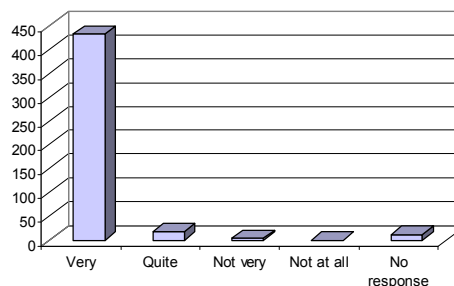
- **Anti-social behaviour 66:** This is the issue that produced the largest number of written comments with residents concerned about groups of teenagers gathering at a number of places in the village including the children’s playgrounds on the Common and in Hickmans Lane. They also reported incidents of underage drinking and rowdy behaviour throughout the village and in particular in Backwoods Lane, Denmans Lane & Tollgate car parks, in the field behind Dukes Road & The Wilderness, in the High Street, by the Pond, Pickers Green, Summerhill Lane, Sunte Avenue, at West View and by the cricket pavilion on the Common. Most of the events reported being at night and at the weekend and include shouting, swearing, egg throwing, vandalism, arson and criminal damage. *See also Police.*
- **Burglaries 2:** These comments concern burglaries in Backwoods Lane & Summerhill Lane and suggest an increase in incidents in recent years. *See also Police.*
- **Bus shelter 1:** A request for a shelter near the Witch or Cloughs in Sunte Avenue.
- **Children 3:** These comments include a request for the modernisation of the play equipment in the children’s playgrounds and a concern about the safety of children in the village, as there is little or nothing for them to do in the village no matter what age.
- **Cyclists 3:** Concern was expressed about adults and children riding on the pavements and in particular about children on bikes not using their bells when wanting to overtake pedestrians.
- **Doctor 1:** Complaint about having to wait several days for an appointment.
- **Facilities 3:** These included a request for small market selling local produce in Lindfield, a comment from a resident of Northlands Wood about the poor shops there and a complaint about the lack of community facilities for children 10+ in Lindfield.
- **Fireworks 1:** Request for fireworks to be restricted to 5th Nov & displays to be only on properly regulated sites.
- **Footpaths 1:** Comment about muddy paths on Common after sporting activities.
- **Housing 1:** Concern over new housing developments.
- **Lighting 20:** Another cause of a large number of comments including complaints about poor street lighting in Backwards Lane, Backwoods Lane, all Car Parks, on the Common, Denmans Lane, Hickmans Lane (opposite Hickmans Close) and along

- many of our Twittens. Another cause for a number of complaints was the time it takes to repair faulty lights, in one case a year was quoted and it still was not fixed!
- **Litter 5:** Litter at weekends, especially in the parks was commented on as were the state of the area around the bottle bank in Denmans Lane and the poor standards of the garbage collection teams.
 - **Parking 23:** Parking was another major concern according to the written comments. The roads concerned include Appledore Gardens, Challoner Road, High Street, Compton Road, Lewes Road, Newton Road, Pelham Road & Sunte Avenue. Of particular concern was the danger caused by bad parking on yellow lines near the junctions of High Street & Hickmans Lane and Sunte Avenue & Portsmouth Lane. Bad parking included parking on double yellow lines and many residents asked why the police or wardens were not enforcing the regulations. See also Police.
 - **Police 24:** many residents who would like to see them walking the beat in the village again raised the lack of a visible police presence in the village. A similar lack of traffic wardens was also noted. There was also criticism of their performance generally in our village and in particular on their response to burglaries.
 - **Post Box 1:** The Royal Mail's own "Wet Paint" graffiti was commented on.
 - **Rubbish 1:** A complaint about the black sack collections and a plea for better treatment for the elderly.
 - **Seats 1:** Request for a two seats in the Welkin for elderly pedestrians to rest.
 - **Services 1:** Request for a Cash Machine.
 - **Speed 26:** Another major concern reported was speeding traffic through many parts of the village. Roads quoted include By Sunte, Dukes Road, Gravelye Lane, Hickmans Lane, at the northern end of the High Street, Lewes Road, High Beeches/Portsmouth Lane, Summerhill Lane and West Common. Lack of action by the Police to enforce the 30 limits also featured in many of the comments, as did the need for Speed Watch and the idea of having illuminated "Slow Down" signs. Vans, lorries & motorbikes considered being frequent offenders. *See also Police & Traffic.*
 - **Toilets 5:** Required on Common, Hickmans Lane and we must retain the one in Denmans Lane.
 - **Traffic 20:** There are a mixture of issues raised here: the volume of through traffic and the need for an "essential" by-pass, the size of some large lorries trying to squeeze through narrow parts of the village, blind junctions such as Compton Road/Denmans Lane that are a hazard to pedestrians as well as motorists, the need for the resurfacing of Corxton Road, the use of "rat runs" between the A272 and Haywards Heath station, the need for a mini roundabout outside Somerfields, the need for a pedestrian crossings by All Saints and in Lewes Road, the need to remove the dangerous mini roundabout in West Common and again criticism of the police for failure to enforce the speed limit or parking restrictions. *See also Police & Traffic.*
 - **Trees 5:** Concern about overhanging hedges and trees not being maintained with the following areas being quoted: Blackthorns, Dukes Road (Dying Oak), High Street (Limes not being pollarded as recommended by RHS), footpaths in general being blocked by overhanging hedges & low hanging branches and trees not being replaced.
 - **Neighbourhood Watch 5:** A cross section of comments about this with most suggesting that they already looked after their neighbour's interests without actually being part of the scheme.
 - **Sundry 1:** Comment from new resident about Lindfield being quite perfect.

Question 5 – How important are the following within Lindfield ?

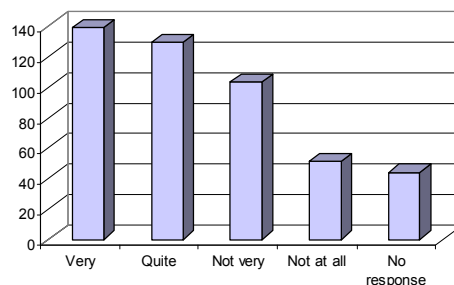
(a) Post Office in High Street

Very	479	93%
Quite	19	4%
Not very	4	1%
Not at all	0	0%
No response	14	3%
TOTAL responses	516	



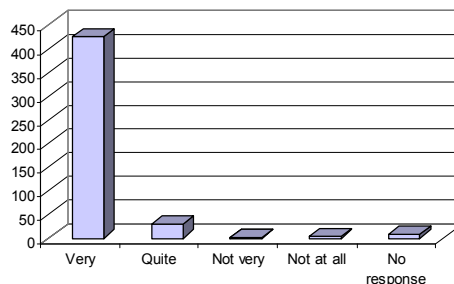
(b) Post Office bordering Haywards Heath

Very	152	29%
Quite	149	29%
Not very	113	22%
Not at all	54	10%
No response	48	9%
TOTAL responses	516	



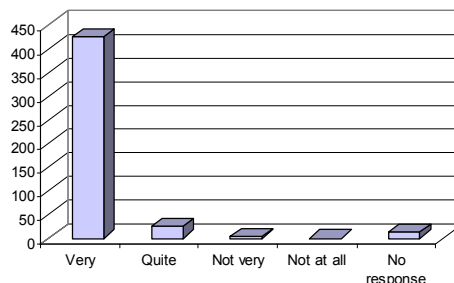
(c) Grocers/Supermarket

Very	469	91%
Quite	32	6%
Not very	1	0%
Not at all	4	1%
No response	10	2%
TOTAL responses	516	



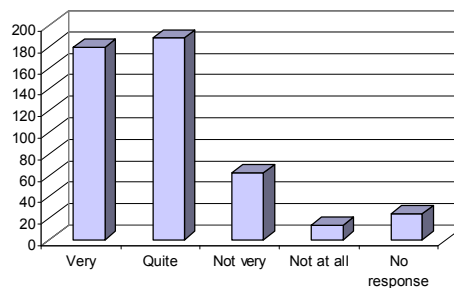
(d) Chemist/Pharmacist

Very	467	91%
Quite	30	6%
Not very	4	1%
Not at all	0	0%
No response	15	3%
TOTAL responses	516	



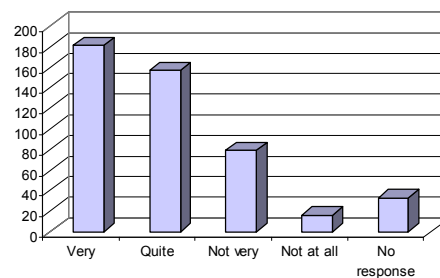
(e) Restaurant/Coffee Shop

Very	195	38%
Quite	214	41%
Not very	68	13%
Not at all	13	3%
No response	26	5%
TOTAL responses	516	



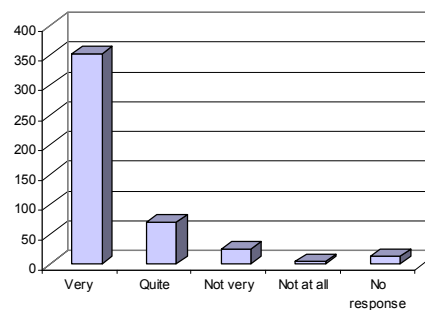
(f) Public Houses

Very	195	38%
Quite	179	35%
Not very	90	17%
Not at all	17	3%
No response	35	7%
TOTAL responses	516	



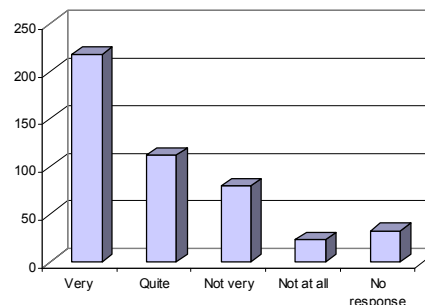
(g) Public Toilet in Village

Very	393	76%
Quite	78	15%
Not very	26	5%
Not at all	4	1%
No response	15	3%
TOTAL responses	516	



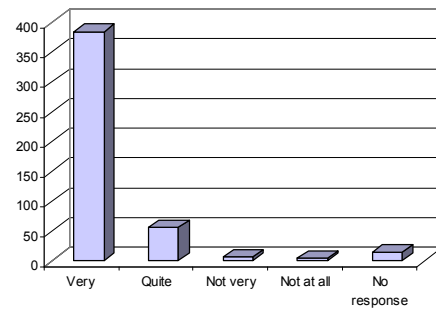
(h) Public Toilet on Common

Very	233	45%
Quite	127	25%
Not very	89	17%
Not at all	27	5%
No response	40	8%
TOTAL responses	516	



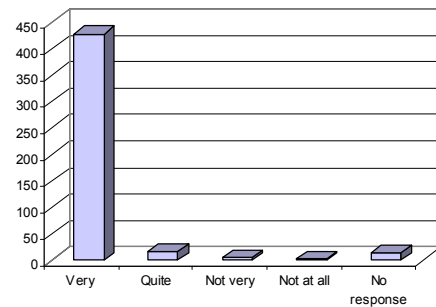
(i) Village Hall

Very	427	83%
Quite	61	12%
Not very	7	1%
Not at all	4	1%
No response	17	3%
TOTAL responses	516	



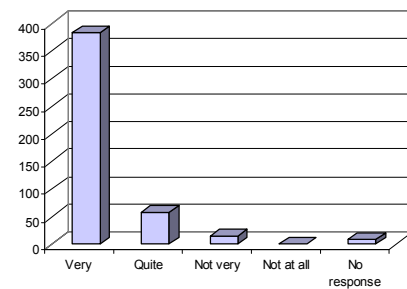
(j) Medical Centre

Very	474	92%
Quite	18	3%
Not very	5	1%
Not at all	2	0%
No response	17	3%
TOTAL responses	516	



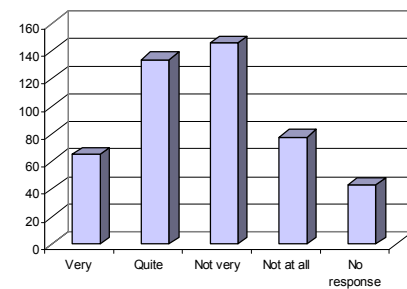
(k) Newsagents

Very	418	81%
Quite	71	14%
Not very	15	3%
Not at all	1	0%
No response	11	2%
TOTAL responses	516	



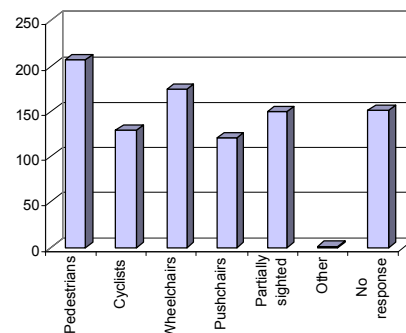
(l) Website

Very	67	13%
Quite	152	29%
Not very	163	32%
Not at all	85	16%
No response	49	9%
TOTAL responses	516	



Question 6 – Should facilities in Lindfield be improved for any of the following ?

Pedestrians	207	40%
Cyclists	129	25%
Wheelchairs	175	34%
Pushchairs	121	23%
Partially sighted	150	29%
Other	1	0%
No response	151	29%
TOTAL responses	516	



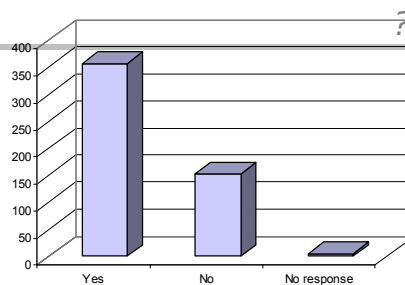
We received responses to this question that can be summarised as follows:



- **Bank 1:** Need a bank in Lindfield again.
- **Cycles 3:** Requests for cycle racks in the High Street and for the provision of cycle lanes to Haywards Heath.
- **Disabled 7:** Several requests for better disabled access to shops, removal of steps in High Street pavements or at least for the edges to be painted white and for the provision of motorised scooters.
- **Dogs 1:** More waste bins.
- **Footpaths 4:** Complaints about the lack of a proper footpath at the junction of Hickmans Lane & the High Street, the narrow pavement by the Post Office in Lewis Road and a plea to widen some footpaths on the Common to accommodate a double buggy.
- **Hedges 1:** Overgrown hedges blocking pavements.
- **Parking 14:** Complaints about badly parked cars specially in the High Street but also in Appledore Gardens where they are parked on the pavements. Also requests to resurface car parks and make them safer and for parking restrictions to be enforced.
- **Pedestrian Crossings 10:** Requests for crossings near All Saints, Hickmans Lane, Lewes Road, outside the King Edward Hall, Portsmouth Lane and Summerhill Lane.
- **Playgrounds 1:** Request for improvements especially soft surfaces around apparatus and for more action to curb dog fouling on the Common.
- **Speed 1:** Request for 20 Limit.
- **Traffic 2:** Request for mini roundabout outside Somerfields and related concern about narrow pavement by Post Office.
- **Twittens 1:** Illuminate and repair twitten between Hickmans Lane & Finches Park Road

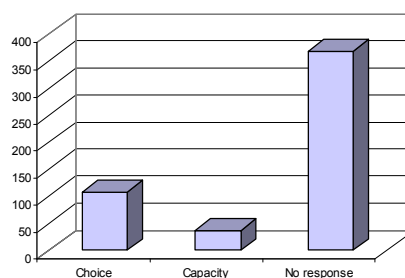
Question 7 – Are you a registered patient at the Lindfield Medical Centre

Yes	356	69%
No	153	30%
No response	6	1%
TOTAL responses	516	



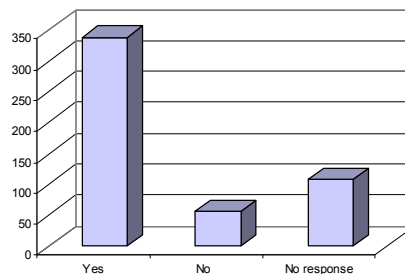
If you are not registered is this through

Choice	108	21%
Capacity	37	7%
No response	368	71%
TOTAL responses	516	



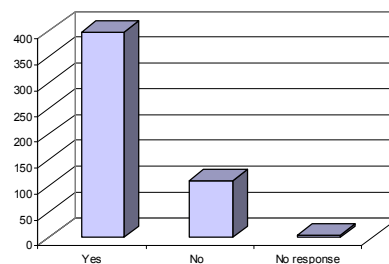
Do you consider the present facilities satisfactory ?

Yes	338	66%
No	57	11%
No response	108	21%
TOTAL responses	516	



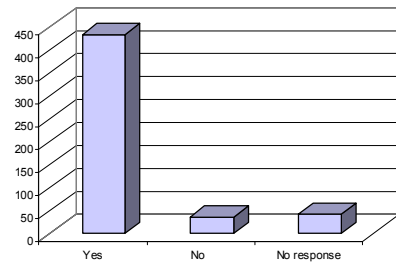
Question 8 – Do you attend any activities at the King Edward Hall ?

Yes	397	77%
No	110	21%
No response	6	1%
TOTAL responses	516	



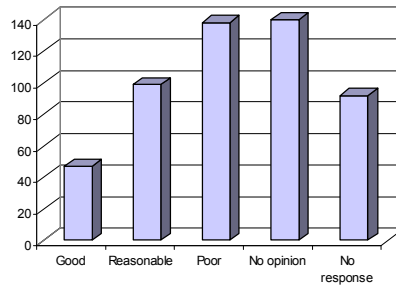
Do you consider the facilities adequate for Lindfield ?

Yes	433	84%
No	36	7%
No response	42	8%
TOTAL responses	516	



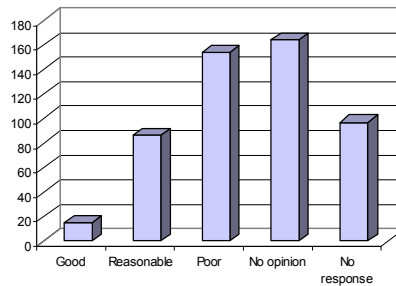
Question 9(a) - What are your views on the social facilities for the under 16s age group ?

Good	47	9%
Reasonable	99	19%
Poor	138	27%
No opinion	140	27%
No response	92	18%
TOTAL responses	516	



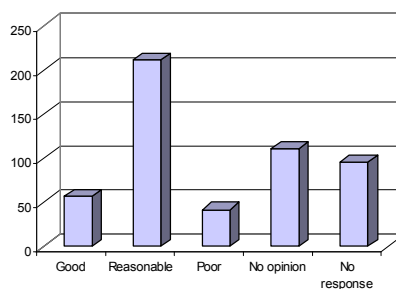
Question 9(b) - What are your views on the social facilities for the 16 - 25 age group ?

Good	15	3%
Reasonable	86	17%
Poor	154	30%
No opinion	164	32%
No response	97	19%
TOTAL responses	516	



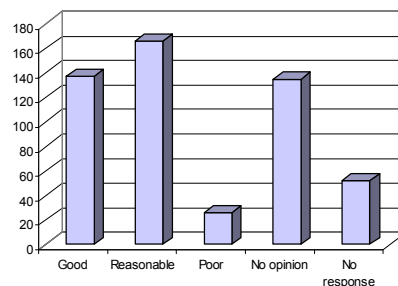
Question 9(c) - What are your views on the social facilities for the 26 - 60 age group ?

Good	57	11%
Reasonable	211	41%
Poor	42	8%
No opinion	111	22%
No response	95	18%
TOTAL responses	516	



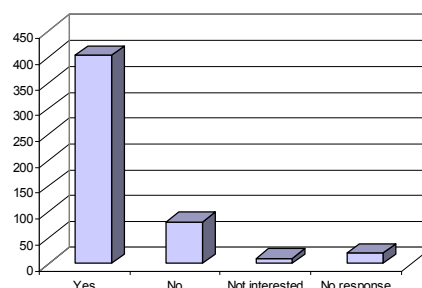
Question 9(d) – What are your views on the social facilities for the over 60s age group ?

Good	137	27%
Reasonable	166	32%
Poor	26	5%
No opinion	135	26%
No response	52	10%
TOTAL responses	516	



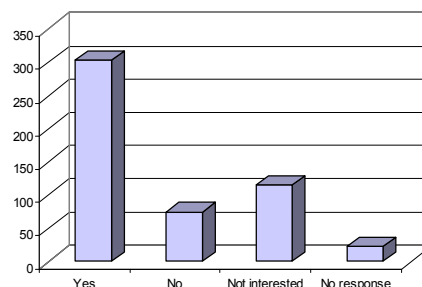
Question 10(a) – Are you aware of what is on offer at King Edward Hall ?

Yes	404	78%
No	81	16%
Not interested	10	2%
No response	21	4%
TOTAL responses	516	



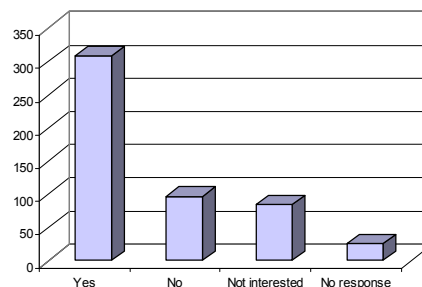
Question 10(b) – Are you aware of what is on offer at local Churches ?

Yes	304	59%
No	75	15%
Not interested	115	22%
No response	22	4%
TOTAL responses	516	



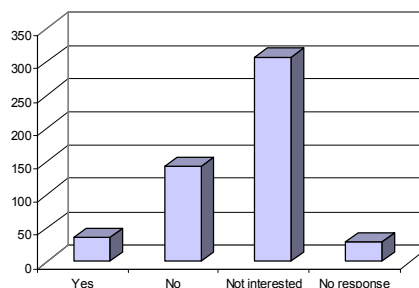
Question 10(c) – Are you aware of what is on offer at Dolphin Leisure Centre ?

Yes	309	60%
No	97	19%
Not interested	84	16%
No response	26	5%
TOTAL responses	516	



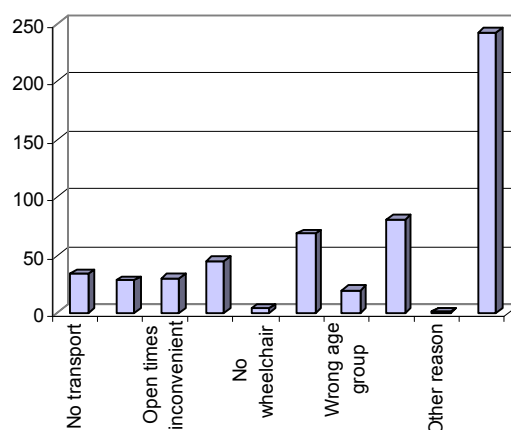
Question 10(d) – Are you aware of what is on offer at Albermarle Youth Club ?

Yes	36	7%
No	143	28%
Not interested	307	59%
No response	30	6%
TOTAL responses	516	



Question 11 – Do you experience any of the following difficulties in getting to leisure facilities in the area ?

No transport	34	7%
No-one else to go with	28	5%
Open times inconvenient	30	6%
Costs too great	45	9%
No wheelchair access	4	1%
Parking inconvenient	68	13%
Wrong age group	20	4%
Do not attend	81	16%
Other reason	1	0%
No response	242	47%
TOTAL responses	516	



We received responses to this question that can be summarised as follows:

- **Bookings 1:** Complaint that facilities are booked out to clubs.
- **Bus 4:** Complaints about 30B route and cost in particular for OAP's in Mid Sussex compared to other areas.
- **Children 2:** Complaints that facilities are not for children.
- **Clair Hall 1:** Complaint about the booking system.
- **Cost 1:** Complaint about increasing cost for pensioners.
- **Cycle 1:** Resident would cycle if roads not so dangerous.
- **Daytime 1:** Request for more daytime meetings etc.
- **Disabled 3:** Complaints about disabled access to King Edward Hall and Lindfield Club.
- **Dolphin 3:** Complaints about parking, access and lifts at Dolphin.
- **King Edward Hall 2:** Request for daytime meetings and for improvements to the hearing system in the hall.
- **Skate Park 1:** Suggestion for Skate Park.
- **Tennis 1:** Complaint about block booking of courts.

Question 12 – How could sports facilities in the area be improved, including facilities for the disabled ?

We received responses to this question that can be summarised as follows:

Existing facilities 35: Opinion on the quality of the existing facilities varies from adequate to excellent for a village. However there are some criticism that existing facilities are not always available to the general public only club members, of the standard of some existing facilities and requests for improvements and new sports to become available.

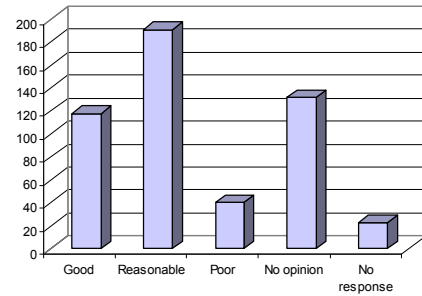
- **Dolphin 10:** This facility is at least considered adequate but there are requests for the infant pool to be warmer, for better opening hours, for the pool to more available to non-club members, for more seating for spectators and for it to be cheaper.
- **King Edward Hall 2:** Requests for the modernisation of the hall and for more indoor sports to be held in it.
- **Tennis 6:** Again requests for the courts to be more available to non-members.

New facilities & new sports 50: There were a large number of requests for either new or improved facilities and for new sports to be introduced. Some of these requests are for children's or young peoples activities or for better facilities for the disabled.

- **Bridge Club 1:** Suggestion for a Village Bridge/Chess/Whist Drive club.
- **Children 4:** Suggestions for facilities & activities for the 6-16 and 15-25 age groups. Also for a paddling pool for young children.
- **Common 5:** Suggestions to improve the pavilion on the Common, build a cycle/running track and to introduce Clay Pigeon Shooting and Pentaque on the Common. See also Skate Board Park.
- **Disabled 6:** Requests to improve disabled access to facilities and for sports for the disabled.
- **Dolphin 1:** Suggestion for evening postnatal classes.
- **Football 3:** Requests to improve football pitches on the Common and in Hickmans Lane,
- **Gym 3:** Requests for a village gym.
- **Merger 1:** Suggestion for one Lindfield Sports Club.
- **Oathall 2:** Suggestions that more use by the village should be made of the Oathall School facilities and they should have a swimming pool.
- **Skate Board Park & Public Shelter 12:** Suggestions that a new Skate Board/BMX Park and Public Shelter should be built for young people.
- **Tennis 10:** Expansion of tennis facilities suggested including floodlighting of the courts on the Common and improvements to the Pavilion.
- **Transport etc 7:** Requests for better and cheaper transport to the out of village facilities and more and free parking for users at the Dolphin. Footpath and more dog poo bins on the Common.

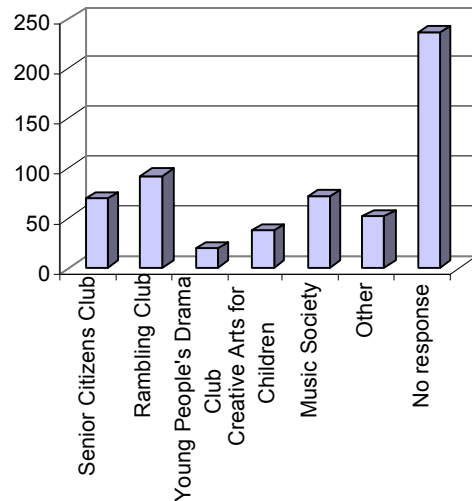
Question 13 – What are your views on the facilities provided in the children’s playgrounds ?

Good	118	23%
Reasonable	191	37%
Poor	40	8%
No opinion	132	26%
No response	23	4%
TOTAL responses	516	



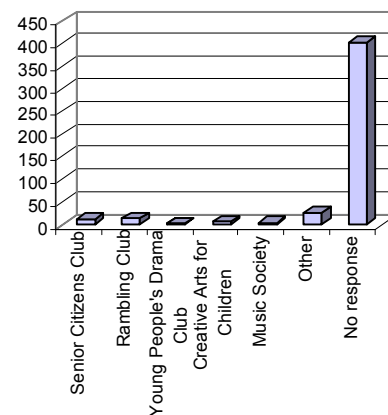
Question 14 – What new clubs/activities would you attend in Lindfield if they were provided ?

Senior Citizens Club	70	14%
Rambling Club	93	18%
Young People's Drama Club	19	4%
Creative Arts for Children	38	7%
Music Society	72	14%
Other	52	10%
No response	237	46%
TOTAL responses	516	



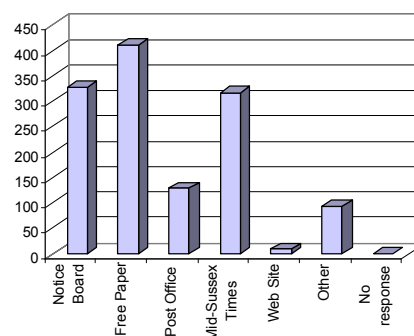
Question 15 – Would anyone in your household be prepared to help organise and run any of the following ?

Senior Citizens Club	11	2%
Rambling Club	13	3%
Young People's Drama Club	2	0%
Creative Arts for Children	7	1%
Music Society	4	1%
Other	26	5%
No response	403	78%
TOTAL responses	516	



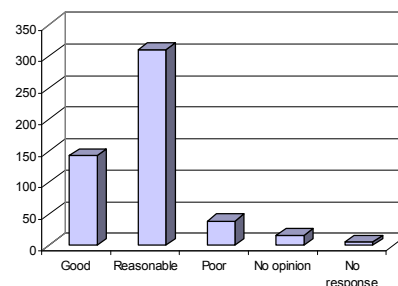
Question 16 – Where do you usually get information about events taking place in Lindfield ?

Notice Board	328	64%
Free Paper	411	80%
Post Office	129	25%
Mid-Sussex Times	317	61%
Web Site	9	2%
Other	94	18%
No response	0	0%
TOTAL responses	516	



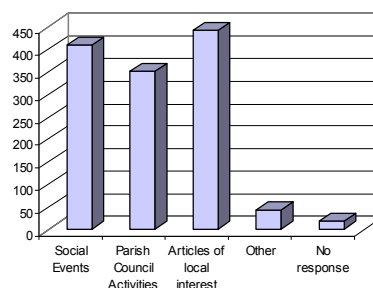
Question 17 – Do you think the amount of information of what is going on in Lindfield is

Good	143	28%
Reasonable	310	60%
Poor	39	8%
No opinion	17	3%
No response	6	1%
TOTAL responses	516	



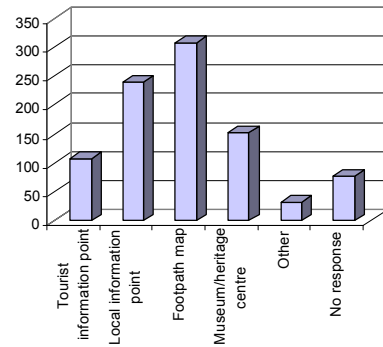
Question 18 – Periodically you receive issues of the Parish Newsletter, the Lindfield Preservation Society and Lindfield Times. What would you like to see in such publications ?

Social Events	411	80%
Parish Council Activities	352	68%
Articles of local interest	444	86%
Other	44	9%
No response	19	4%
TOTAL responses	516	



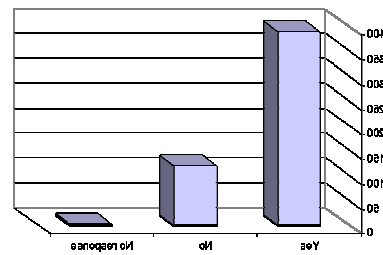
Question 19 – In relation to the information services. Do you think Lindfield needs any of the following ?

Tourist information point	107	21%
Local information point	240	47%
Footpath map	308	60%
Museum/heritage centre	153	30%
Other	32	6%
No response	77	15%
TOTAL responses	516	



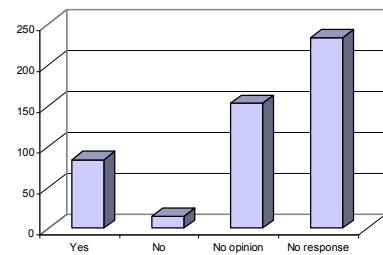
Question 20 – Did you know you could attend meetings of the Parish Council ?

Yes	391	76%
No	120	23%
No response	4	1%
TOTAL responses	516	



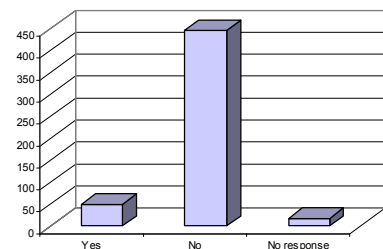
Question 21 – If you have attended a Parish Council meeting, did you feel that the issues discussed reflected local concerns ?

Yes	84	16%
No	15	3%
No opinion	153	30%
No response	234	45%
TOTAL responses	516	



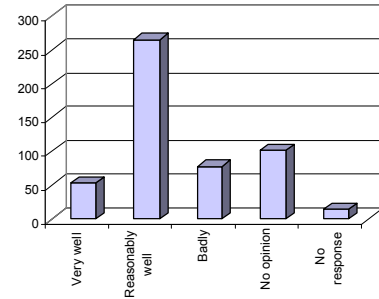
Question 22 – Have you ever attended the Annual Parish Meeting which is open to all residents of the parish ?

Yes	49	9%
No	445	86%
No response	18	3%
TOTAL responses	516	



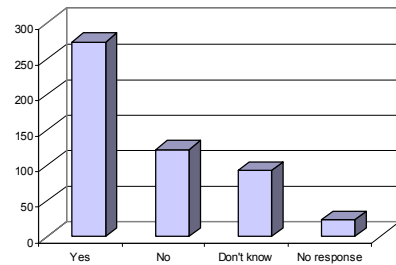
Question 23 – How well does the local Parish Council publicise its decisions and activities ?

Very well	53	10%
Reasonably well	266	52%
Badly	78	15%
No opinion	102	20%
No response	14	3%
TOTAL responses	516	



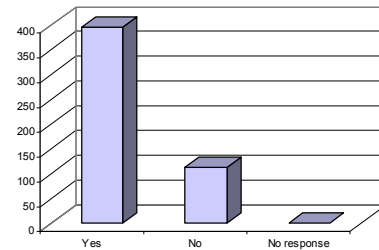
Question 24 – Would you like more information about the activities of the Parish Council ?

Yes	274	53%
No	123	24%
Don't know	93	18%
No response	24	5%
TOTAL responses	516	



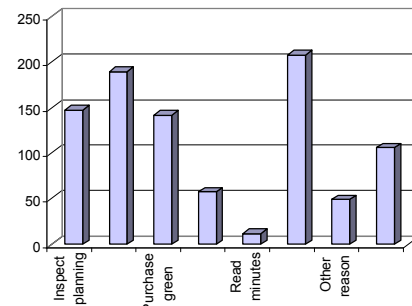
Question 25 – Have you ever visited the Parish Office in Denman's Lane ?

Yes	396	77%
No	113	22%
No response	0	0%
TOTAL responses	516	



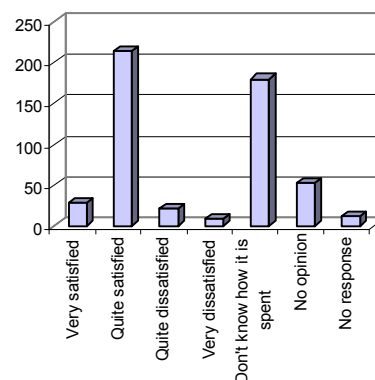
Question 26 – If you have visited the Parish Office, what was the purpose of your visit ?

Inspect planning applications	147	28%
Purchase bus/rail pass/card	189	37%
Purchase green garden sacks	142	28%
Report damage	57	11%
Read minutes	12	2%
Seek information	207	40%
Other reason	49	9%
No response	106	21%
TOTAL responses	516	



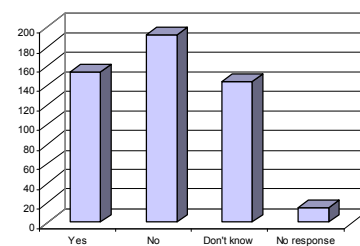
Question 27 – The Parish Council currently raises its income through the council tax. Are you satisfied with the way this money is spent ?

Very satisfied	28	5%
Quite satisfied	214	41%
Quite dissatisfied	22	4%
Very dissatisfied	9	2%
Don't know how it is spent	180	35%
No opinion	53	10%
No response	12	2%
TOTAL responses	516	



Question 28 – Would you be prepared to pay a higher Parish Council portion of Council Tax to meet some of the needs of Lindfield ?

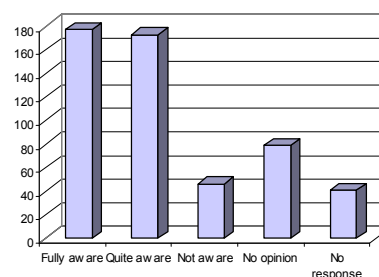
Yes	154	30%
No	192	37%
Don't know	144	28%
No response	15	3%
TOTAL responses	516	



Question 29 – Do you feel your elected representatives in local government are sufficiently aware of local concerns and feelings ?

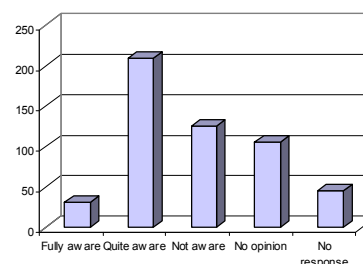
Lindfield Parish Council

Fully aware	177	34%
Quite aware	173	34%
Not aware	46	9%
No opinion	79	15%
No response	41	8%
TOTAL responses	516	



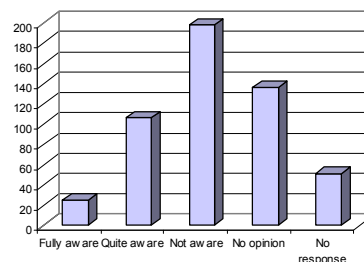
Mid-Sussex District Council

Fully aware	31	6%
Quite aware	209	41%
Not aware	125	24%
No opinion	106	21%
No response	45	9%
TOTAL responses	516	



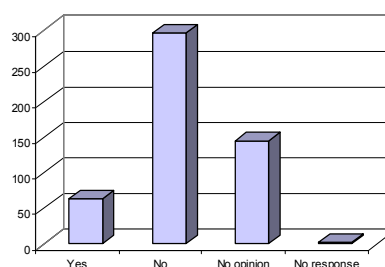
West Sussex County Council

Fully aware	25	5%
Quite aware	106	21%
Not aware	198	38%
No opinion	136	26%
No response	51	10%
TOTAL responses	516	



Question 30 – Should Lindfield be twinned with a place in another country?

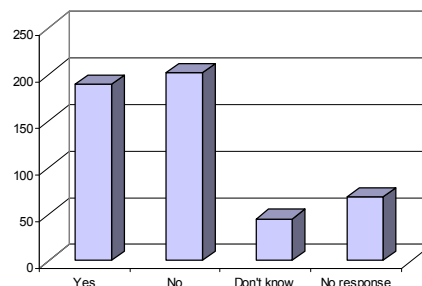
Yes	63	12%
No	297	58%
No opinion	145	28%
No response	2	0%
TOTAL responses	516	



Question 31 – Which of these features adversely affect your quality of life in Lindfield ?

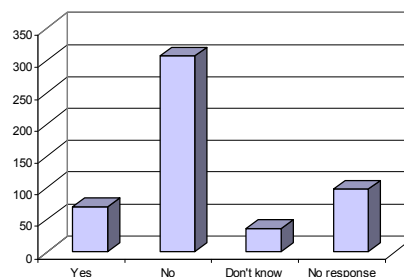
Air pollution from vehicles

Yes	190	37%
No	202	39%
Don't know	45	9%
No response	69	13%
TOTAL responses	516	



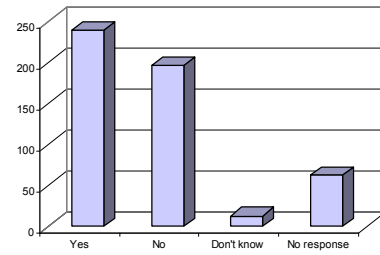
Air pollution from fires

Yes	70	14%
No	307	59%
Don't know	36	7%
No response	98	19%
TOTAL responses	516	



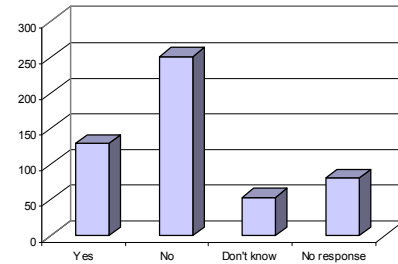
Noise from vehicles

Yes	240	47%
No	197	38%
Don't know	13	3%
No response	63	12%
TOTAL responses	516	



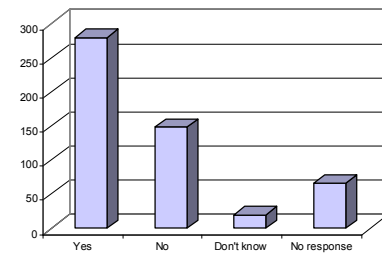
Chewing gum on pavements

Yes	129	25%
No	252	49%
Don't know	54	10%
No response	81	16%
TOTAL responses	516	



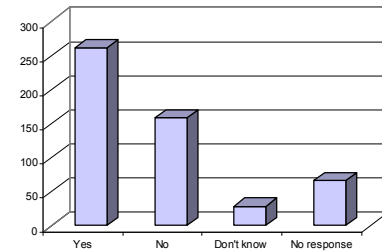
Footpaths obstructed by overgrown hedges

Yes	280	54%
No	149	29%
Don't know	20	4%
No response	66	13%
TOTAL responses	516	



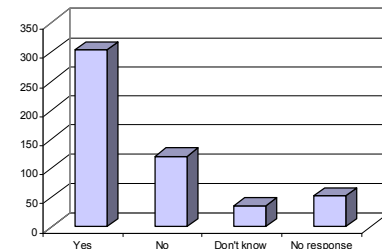
Litter on footpaths, Hickmans Green & Common

Yes	262	51%
No	159	31%
Don't know	29	6%
No response	66	13%
TOTAL responses	516	



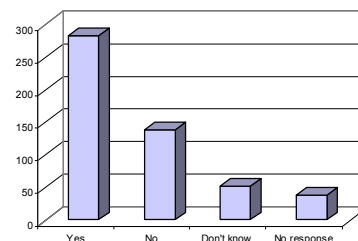
Vandalism

Yes	303	59%
No	121	23%
Don't know	36	7%
No response	54	10%
TOTAL responses	516	



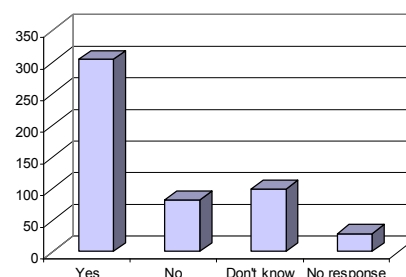
Do you value the regular use of the waste cart in the Tollgate car park

Yes	284	55%
No	138	27%
Don't know	52	10%
No response	38	7%
TOTAL responses	516	



Should the pond be managed to provide food for bird life

Yes	304	59%
No	82	16%
Don't know	99	19%
No response	29	6%
TOTAL responses	516	



We received responses to this question that can be summarised as follows:

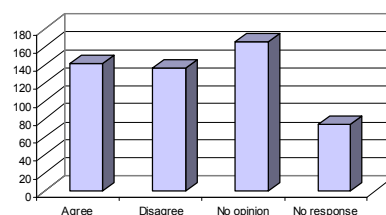
- Bank 13: requests for either a Bank or free Cash point.
- Bus Shelter 1: At bus stop in High Street.
- CCTV 1: In car park on Common to reduce vandalism.
- Pond 9: Comments about the pond mainly requesting that it be cleaned and stop overfeeding of fish.
- Roads 3: Requests to clean roads properly more often.
- Common 2: Suggestion to make more use of the Common for village events and for there to be a designated barbeque area on the Common.
- Cycle Paths/Lanes: 2 Suggestions for cycle paths or lanes.
- Footpaths 1: Requests to repair or resurface many Lindfield footpaths.
- Lighting 4: requests for improved lighting on the Common, in Spring Lane and on twittens and footpaths.
- Litter 4: Requests for litter-bins near Oathall School and on the far side of Hickmans Lane. Also request for more dog waste bins.
- New social centre 3: Requests for a new facility.
- Noise 1: Complaint about aircraft noise.
- Notice boards 2: Requests for more high profile notice boards and better use of the existing ones.
- Playgrounds 3: Requests for improvements to the playgrounds and for them to be locked and patrolled at night.
- Police 6: Requests for better and visible policing.
- Post box 1: Request for a new post box in Lewes Road.
- Post Office 3: Request for a replacement for the closed Post Office and for one that can accommodate pushchairs.
- Pubs 1: Plea for no extended hours.
- Restaurant 15: Requests for a good restaurant or bistro serving better than pub grub that is open in the evening.

- Shops 11: Requests for a range of new shops for villagers and for improvements to the supermarket.
- Youth facilities 6: Requests for facilities for young people the "non-joiners" such as a skate/BMX park and a youth club.
- Toilets 10: All in support of the retention of Denmans Lane toilets and reinstatement of those on the Common.
- Tourism 2: Requests for a B&B and a Museum/Tourist Information office.
- Traffic 30: A multitude of comments about traffic matters, everything from parking to speed, dangerous junctions and pedestrian safety.
- Waste 11: These range from complaints about bonfires to a lack of advance notice about the waste freighter in the Tollgate car park and for improvements to the recycling arrangements.
- Water Fountain 1: Suggestion that this feature should be reintroduce in the village.

Question 32 – Do you agree, disagree or have no opinion with the following statements about housing in Lindfield ?

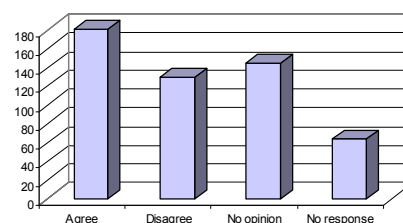
More very sheltered housing for the elderly and infirm should be built

Agree	141	27%
Disagree	136	26%
No opinion	165	32%
No response	74	14%
TOTAL responses	516	



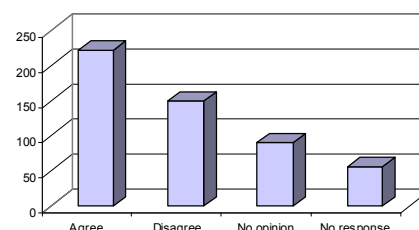
More sheltered housing for retired/elderly should be built

Agree	180	35%
Disagree	129	25%
No opinion	144	28%
No response	63	12%
TOTAL responses	516	



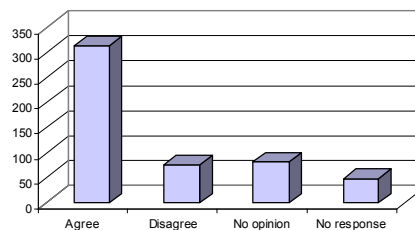
More affordable housing for those on lower/limited incomes should be built

Agree	221	43%
Disagree	149	29%
No opinion	90	17%
No response	56	11%
TOTAL responses	516	



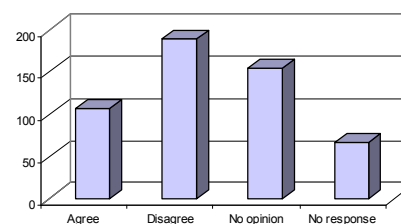
Means must be found to keep affordable housing affordable in the long term

Agree	313	61%
Disagree	75	15%
No opinion	80	16%
No response	48	9%
TOTAL responses	516	



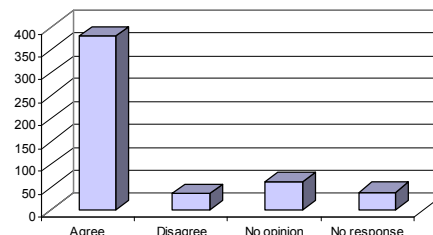
More housing for sale rather than rent should be built

Agree	106	21%
Disagree	189	37%
No opinion	154	30%
No response	67	13%
TOTAL responses	516	



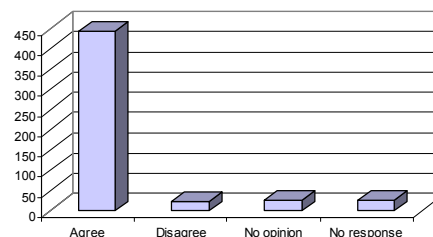
The capacity of local schools must be increased before building more housing

Agree	380	74%
Disagree	36	7%
No opinion	61	12%
No response	39	8%
TOTAL responses	516	



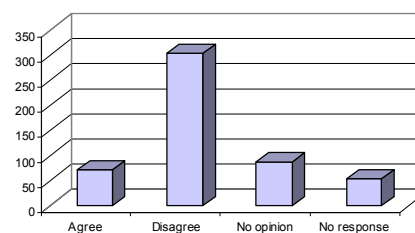
The capacity of local health care facilities must be increased before building more housing

Agree	443	86%
Disagree	23	4%
No opinion	25	5%
No response	25	5%
TOTAL responses	516	



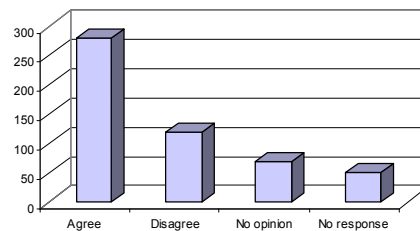
There are sites in/around the village for future housing

Agree	72	14%
Disagree	303	59%
No opinion	87	17%
No response	54	10%
TOTAL responses	516	



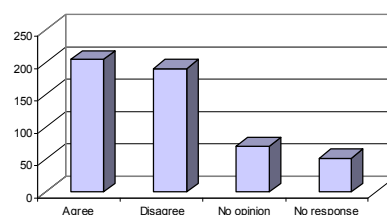
The building of sheltered or affordable housing in place of some large property developments should be permitted

Agree	279	54%
Disagree	119	23%
No opinion	69	13%
No response	49	9%
TOTAL responses	516	



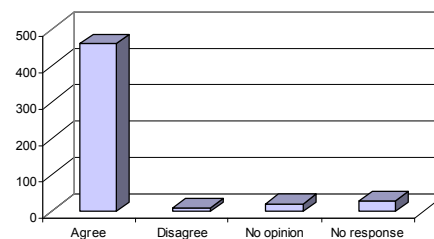
The building of low rise apartments in place of some large property developments should be permitted

Agree	204	40%
Disagree	190	37%
No opinion	70	14%
No response	52	10%
TOTAL responses	516	



For all new housing, high standards of design and construction in sympathy with the existing buildings in the village are very important

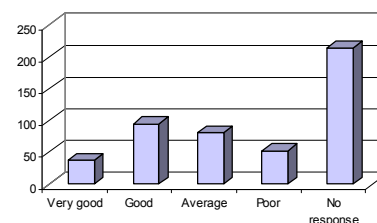
Agree	458	89%
Disagree	10	2%
No opinion	20	4%
No response	28	5%
TOTAL responses	516	



Question 33 – If in the last three year you have been involved or affected by a planning application as an applicant, neighbour or objector, how did you rate:

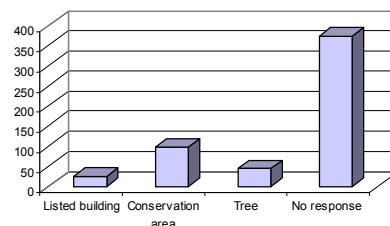
(a) the quality of MSDC's Planning Service

Very good	38	7%
Good	95	18%
Average	80	16%
Poor	52	10%
No response	215	42%
TOTAL responses	516	



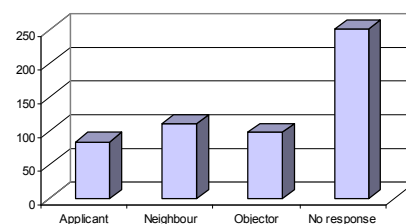
(b) what kind of application was made – did it involve:

Listed building	25	5%
Conservation area	98	19%
Tree	44	9%
No response	375	73%
TOTAL responses	516	



(c) were you:

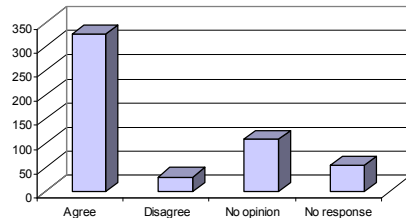
Applicant	84	16%
Neighbour	111	22%
Objector	98	19%
No response	250	48%
TOTAL responses	516	



Question 34 – Do you agree, disagree or have no opinion with the following statements about Lindfield and its buildings ?

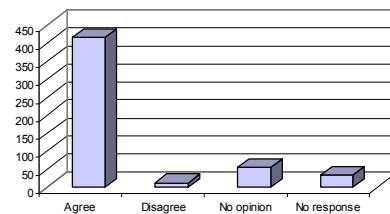
The village should prepare a Village Design Statement with the objective of submitting it to MSDC to inform planning policy:

Agree	325	63%
Disagree	30	6%
No opinion	108	21%
No response	53	10%
TOTAL responses	516	



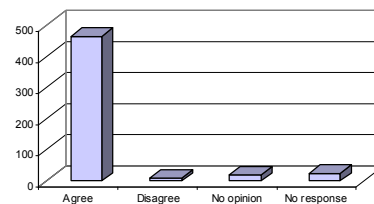
Villagers should work together on developments like King Edward Hall that affect the village as a whole:

Agree	415	80%
Disagree	12	2%
No opinion	55	11%
No response	34	7%
TOTAL responses	516	



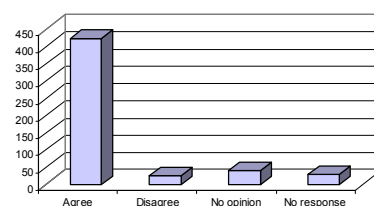
MSDC should be reminded of the importance of protecting the historic and architectural heritage of Lindfield:

Agree	464	90%
Disagree	10	2%
No opinion	19	4%
No response	23	4%
TOTAL responses	516	



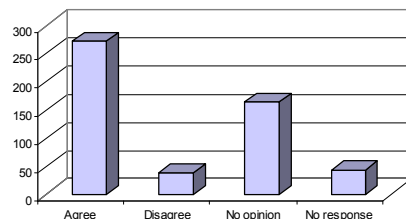
All public buildings should be accessible to the elderly and infirm:

Agree	423	82%
Disagree	26	5%
No opinion	39	8%
No response	28	5%
TOTAL responses	516	



Action should be taken in consultation with the owners to identify any further buildings for listing by the Department of Culture, Media and Sport:

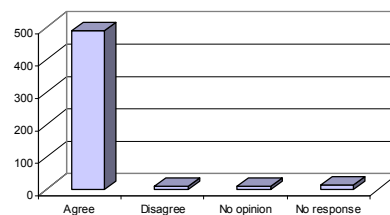
Agree	272	53%
Disagree	38	7%
No opinion	163	32%
No response	43	8%
TOTAL responses	516	



Question 35 – Please indicate your views on the following statements:

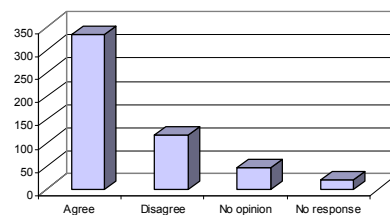
Are trees important to you

Agree	488	95%
Disagree	8	2%
No opinion	9	2%
No response	11	2%
TOTAL responses	516	



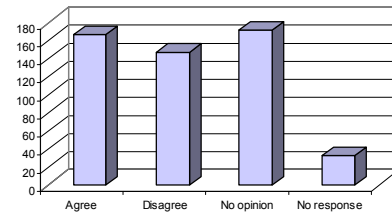
There are sufficient trees on the Common

Agree	333	65%
Disagree	117	23%
No opinion	46	9%
No response	20	4%
TOTAL responses	516	



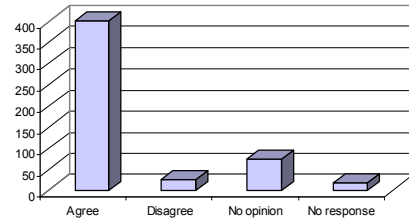
WSCC spends an average of 50p per kerbside tree per year. This is sufficient.

Agree	166	32%
Disagree	147	28%
No opinion	171	33%
No response	32	6%
TOTAL responses	516	



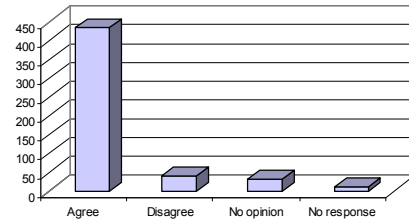
The Limes in High Street should be pollarded regularly

Agree	400	78%
Disagree	25	5%
No opinion	73	14%
No response	18	3%
TOTAL responses	516	



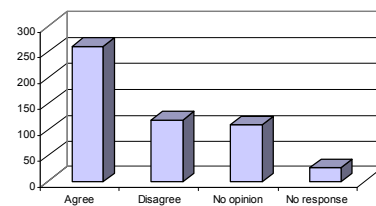
Sufficient spring bulbs are planted in public areas of the village

Agree	433	84%
Disagree	40	8%
No opinion	32	6%
No response	11	2%
TOTAL responses	516	



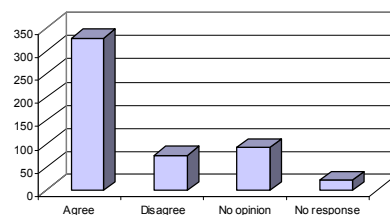
MSDC adequately look after trees in our public spaces

Agree	261	51%
Disagree	118	23%
No opinion	110	21%
No response	27	5%
TOTAL responses	516	



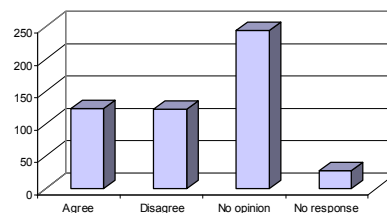
More trees that are important to the village should be protected by Tree Preservation Orders

Agree	327	63%
Disagree	75	15%
No opinion	92	18%
No response	22	4%
TOTAL responses	516	



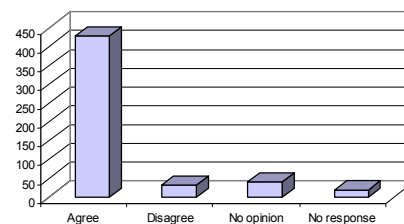
MSDC give permission to fell protected trees too freely

Agree	123	24%
Disagree	122	24%
No opinion	244	47%
No response	27	5%
TOTAL responses	516	



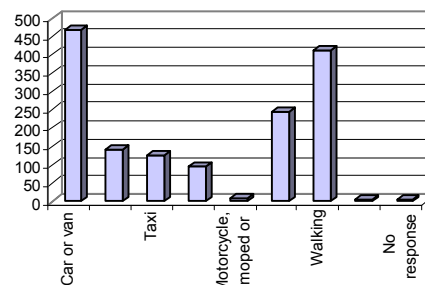
MSDC should require a suitable tree to replace any felled in the Conservation Area unless there is very good reason given not to

Agree	427	83%
Disagree	32	6%
No opinion	39	8%
No response	18	3%
TOTAL responses	516	



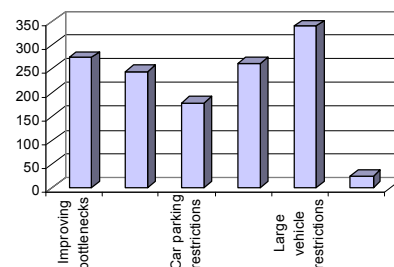
Question 36 – Which are the main means of transport used by your household ?

Car or van	469	91%
Public bus	141	27%
Taxi	128	25%
Bicycle	94	18%
Motorcycle, moped or scooter	10	2%
Train	245	47%
Walking	411	80%
Other	6	1%
No response	5	1%
TOTAL responses	516	



Question 37 – Please indicate the issues which are most important to you and/or your family as motorists on how traffic flow can be better managed in Lindfield ?

Improving bottlenecks	275	53%
Increase to off street parking	245	47%
Car parking restrictions	179	35%
Controlling rat-runs	262	51%
Large vehicle restrictions	341	66%
No response	24	5%
TOTAL responses	516	

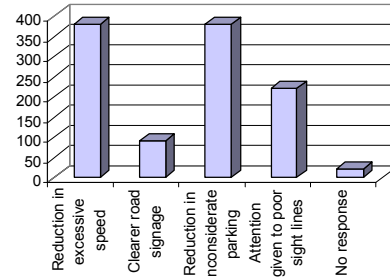


We received responses to this question that can be summarised as follows:

- **Bottle-necks 55:** Suggestions include: at Black Hill stop turning right at traffic lights going into HH or provide right turn (1), no access from High Street into Hickmans Lane (3), a mini roundabout by Lindfield Post Office would greatly improve the Lewes Rd flow (46) and install traffic lights at Sunte lane, Portsmouth Lane & Gander Hill (instead of roundabout.).
- **Ban Heavy Goods Vehicles: 31:** As well as general suggestions for the for the banning on Heavy Goods Vehicles from Lindfield particular roads for which bans should be considered are the High Street particularly the junction by the Post Office with Lewes Road (13) and West Common (1).
- **Parking 102:** There was concern about parking on yellow lines (7) and calls for the enforcement of parking regulations and the deployment of traffic wardens (19). There are particular concerns about parking problems in Appledore Gardens (1), Compton Road (8), High Street (50), Lewes Road (outside the florists) (1), outside the Witch in Sunte Avenue & Hickmans Lane (1). There are calls for more off street parking in the centre of the village ((11) and for more disabled parking places in that area. There were also complaints that the time limits on parking in the village car parks are being blatantly exceeded and that there was nothing being done about it.
- **Pedestrians 2;** Calls for improved pedestrian crossings in particular for the High Street to be pedestrianised.
- **Rats Runs 18:** Requests for action to stop the use of the so called "rat runs" through the village of mainly Dukes Rd/ Newton Rd/ Luxford Rd/ Eastern Rd, Finches Park Road/By Sunte, Backwoods Lane / Appledore Gardens. However one questionnaire respondent objected to being called a "rat".
- **School Runs: 4:** Comment about school run cars causing congestion in Backwoods Lane (1) and some suggestions that parents should walk their children to school (4).
- **Traffic & Speeding: 66:** The concept of a village by-pass is raised by a number of respondents (7) and some would like to see less traffic in the High Street (6) although most are concerned with addressing Lindfield's traffic problems within the village. Much concern about general speeding throughout the village (17) and particularly about speeding in Gravelye Lane (1), Hickmans Lane (7), High Beeches Lane (1), High Street (7), Lewes Road (6), Luxford Road (2), Portsmouth Lane (1), Summerhill Lane (3), Sunte Avenue (2) and West Common (6). There are some requests for the enforcement of the 30 limit (4) and others for 20 limits (9) particularly in Backwards Lane, Black Hill, Dukes Road, Hickmans Lane, High Street and even for a 15 limit in the High Street (1) but also a request to restore the 40 limit to West Common. Other requests are for traffic calming (2) in Black Hill, High Street & Lewes Road and for reconsideration of the layout of the mini-roundabout at the junction of Backwoods Lane and School Lane (3). There is are also suggestions that Backwoods Lane / Appledore Gardens (1) and Pelham Road (3) be made one-way (1) while the mini-roundabout on West Common is not without its critics (4) with one wanting it removed completely and a number of questionnaires state that they do want unnecessary mini-roundabouts (2). The closure by a gated barrier is questioned by several respondents (6) and one complaints about motorcycles by-passing the barrier.

Question 38 - Please indicate the issues which are most important to you and/or your family as motorists regarding changes you would like to see implemented to improve road safety ?

Reduction in excessive speed	381	74%
Clearer road signage	91	18%
Reduction in inconsiderate parking	380	74%
Attention given to poor sight lines	223	43%
No response	21	4%
TOTAL responses	516	



We received responses to this question that can be summarised as follows:

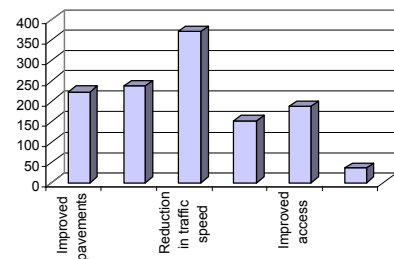
- **Reduction in speed & traffic calming: 168** Traffic calming measures (9) similar to those introduced in Ditchling have been suggested to reduce speed and were requested for Summerhill Lane and West Common in particular. However far more respondents asked for other action to be taken to enforce the 30 Limit in Lindfield including speed cameras/traps (159). Roads with a speeding problem quoted as Black Hill, Dukes Road, Gravelye Lane, Hickmans Road, High Beeches Lane, By Sunte/Finches Park Road, Hickmans Lane (by The Welkin), High Street (North end & outside KEH), Lewes Road, Luxford Road, Portsmouth Road, Summerhill Lane, Sunte Avenue & West Common. There is also a claim of speeding buses in Backwoods Lane.
- **Introduction of reduced speed limits: 11** Among the roads suggested for the introduction of 20 Limits are all residential roads, Lewes Road, Sunte Avenue, near the schools, High Street,
- **Sight lines at junctions and other related concerns: 34.** These included complaints about the parking of cars on yellow lines too close to the junction at Hickmans Lane & High Street and Black Hill/Hickmans Lane/West Common traffic lights. Other junctions with sight line issues reported as Denmans Lane/Hickmans Lane and the Lewes Road into the High Street where many want to see the introduction of either traffic lights or a mini-roundabout. The roundabout at Sunte Cross (Sunte Avenue/High Beeche Lane & Portsmouth Lane) is also of concern and traffic lights have been suggested as an alternative here. The traffic lights at the bottom of Summerhill Lane and West Common where it is suggested that right turns from the Lindfield direction should be banned. The mini-roundabout on West Common is the cause of many comments which range from a request for better signage to a call for it to be removed.
- **Lighting 2:** Requests for better street lighting in particular for the Hickmans Lane / Welkin area.
- **Lorries 8:** There is support for the control of Heavy Goods Vehicles particularly in the High Street and in West Common. There is also a request for the closure of the ARC plant in Ardingly in order to reduce the problem with lorries in High Beeches Lane.
- **Parking 56:** Complaints about inconsiderate or illegal parking in Backwoods lane, Challoner Road, Colwell Road, Common, Compton Road, High Street (near Hickmans Lane junction), High Street parking on both sides, Hurstwood Lane. Lewes

Road near Lindfield Honda garage, on pavements, Pelham Road, School Lane and generally on yellow lines. There are associated calls for the enforcement of parking regulations and for the deployment in Lindfield of Traffic Wardens.

- **Pavements 5:** Complaints about the state of the pavements or the lack of them in Alma Road, Hickmans Lane near High Street, Portsmouth Lane & Town Hill.
- **Pedestrian concerns: 14.** These include requests for new pedestrian crossings (13) on Lewes Road near Noars Ark Lane, in the High Street by All saints and also near the King Edward Hall, Hickmans Lane near the Welkin. Overhanging hedges and untrimmed trees are also of concern.
- **Signage 20:** There are calls for better or clearer road signs and in particular for more reminders of the 30 limit and in some locations suggestions for "flashing slow down 30 limit" signs. Requests include "Slow Signs" in High Beeches Lane, reduction of signage in the High Street to improve the visual amenity there, warning sign "Pedestrians Crossing" for motorist approaching the KEH from Haywards Heath, new signs near the schools to warn of "pre-school age children with no road awareness", better warning signs in West Common about the mini-roundabout and 30 limit repeater signs also in West Common.
- **Roads requiring resurfacing: 5:** In addition to requests for the general improvement of road surface and kerbs in the village, there are particular requests for attention to French Gardens, Gravelye Lane, Hickmans Lane, High Street to be "cobbled" & Meadow Drive.
- **Sundry comments: 13.** These include complaints about builders vehicles blocking the roads (1), about inconsiderate drivers of 4 wheel drive vehicles (2) and of motorcyclists riding through the barrier in Denmans Lane (1). There were requests for a by-pass (20), segregation of cyclists with cycle lanes (1), removal of the Denmans Lane barrier (1), clearing of hedges and overhanging trees from pavements (1) and for higher penalties for drivers using mobile phones (1). There were also requests for measures to encourage reduced usage of the car and for parents to walk their children to school.

Question 39 – Please indicate the issues below that are of most concern to you and/or your family on how Lindfield can be made safer for pedestrians

Improved pavements	223	43%
Road crossing facilities	237	46%
Reduction in traffic speed	371	72%
Clearer pedestrian sight lines	152	29%
Improved access	187	36%
No response	35	7%
TOTAL responses	516	

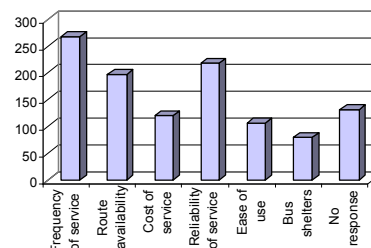


We received responses to this question that can be summarised as follows:

- **Bus 2:** Improve the bus service to the station & Haywards Heath and display clear timetable, possibly in Lindfield Times.
- **New pedestrian crossings: 54.** Many request for new pedestrian or light controlled crossings at locations such as in the High Street by All Saints, near Appledore Gardens, Portsmouth Lane by the By Sunte junction, in the High Street at the south end of the pond and outside the KEH and another by Martins the newsagents, in the Lewes Road near the junction with Eastern Road and by the florists and in Summerhill Lane. However there was one response requesting that there be no more crossings.
- **Disabled access 3:** Requests for better access for the disabled and for children in pushchairs.
- **Drainage 1:** Request for attention to a drainage problem in Backwoods Lane.
- **Hedges 6:** Complaints about overhanging hedges and untrimmed trees blocking footpaths and pavements, making them very narrow for pedestrians.
- **Junctions 1:** Request for traffic lights or mini-roundabout at the High Street/Lewes Road junction.
- **Lorries 3:** Request to reduce the volume of heavy goods vehicle traffic particularly in High Beeches Lane.
- **Parking 4:** These include requests to control illegal/inconsiderate parking that blocks pedestrian access (See also pavements), to restrict parking in the High Street to one side only and to restrict parking in Denmans Lane near the junction with Compton Road.
- **Pavements 67:** There are many requests for long overdue maintenance or improvements to Lindfield's pavements and in particular for a number of them to be widened. The ones needing widening include the end of Hickmans Lane by the junction with the High Street and along Lewes Road, from the rear of KEH to the small car park opposite the florist, Summerhill Lane, Town Hill from Lindfield Place to Spring Lane and a new pavement is needed in Portsmouth Lane between By Sunte and Sunte Avenue. The stretch of pavement alongside the Post Office at the end of Lewes Road also needs a safety rail to protect pedestrians from vehicles that attempt to drive onto the pavement while maintenance to pavements is required in the High Street outside the newsagents. Some questionnaires (3) make particular mention of some kerbs they need attention or should be dropped in height to assist the less able in crossing the road and the problem of unswept leaves (4) was raised particularly in regard to Black Hill. A major issue with many is parking on pavements (20) including in some instances lorries. Roads where this is an issue include Appledore Gardens, Denmans Lane by the Montesson Nursery School Lewes Road and Pelham Road.
- **Reduction in traffic speed: 45.** There calls for 20 Limits (5) but most requests are for the enforcement of the 30 Limit (36) particularly in Gravelye Lane, Hickmans Lane, Lewes Road, Summerhill Lane and West Common.
- **Sundry comments 10:** These include requests for traffic calming, make Hickmans Lane one-way at the junction with the High Street and insert a footpath there, control the rat runs so that it is safer to cross the road in Sunte Avenue, encourage children to walk to school, a plea to keep road signs clean and a request for no more traffic lights.

Question 40 – Please indicate the issues below that are of most concern to you and/or your family and would persuade you to use Public/Community transport services more ?

Frequency of service	270	52%
Route availability	199	39%
Cost of service	121	23%
Reliability of service	218	42%
Ease of use	107	21%
Bus shelters	79	15%
No response	132	26%
TOTAL responses	516	

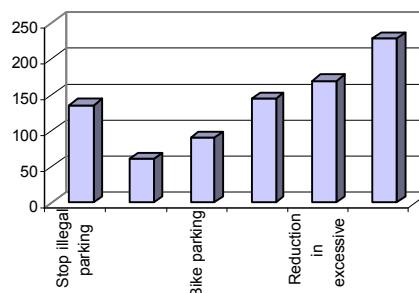


We received responses to this question that can be summarised as follows:

- **Access 7:** Request for low floor easy access buses to assist disabled, elderly and parents with pushchairs.
- **Reintroduction of the 30B anti-clockwise route 14:** Requests for the anti-clockwise circuit between the village and Haywards Heath station / Sainsburys / town centre in order to provide many with shorter journey times.
- **Requests for a better bus service 7:** These include more and better buses and better co-ordination with the trains.
- **Cost of bus fares 11:** Complaints about the cost of fares and demands for free travel for OAP's.
- **Metro 270 1:** Suggestion to replace nearly empty 270 services with "Dial-a-ride" service.
- **Frequency of bus services 22:** Requests for more frequent service to Haywards Heath and the station/Sainsburys.
- **Later services on bus 30B 21:** Many requests for the service to be extended into the evening.
- **Timetable & route publicity 31:** Many complaints that timetable information is not readily available. Requests for all bus stops and shelters to contain current timetables and fares. Other suggestions are for timetables to be printed in Lindfield Times and to be available on the Internet.
- **Reliability of bus services 8:** General requests for a reliable bus service.
- **Routes 24:** Requests for bus to serve routes to Brighton, Burgess Hill, Crawley, Cuckfield, East Grinstead, Haywards Heath Library, Pricess Royal Hospital and to Haywards Heath station during the day.
- **Bus stops & shelters 7:** A request for a new stop near All Saints in the High Street and for new bus shelters at the top end of the High Street and in Hickmans Lane by the Welkin.
- **Smaller buses 4:** Suggestions for the use of mini-buses rather than the nearly empty large buses currently in use.
- **Sundry 15:** A mixed range of comments including "it cannot replace the car so why try" to "we are well served by buses" and "not just a local concern, need national transport system".

Question 41 – Please indicate the issues below that are of most concern to you and/or your family and the improvements that would be beneficial to you as a cyclist ?

Stop illegal parking	136	26%
Better sight lines	60	12%
Bike parking	91	18%
Considerate driving	145	28%
Reduction in excessive speed	170	33%
No response	230	45%
TOTAL responses	516	



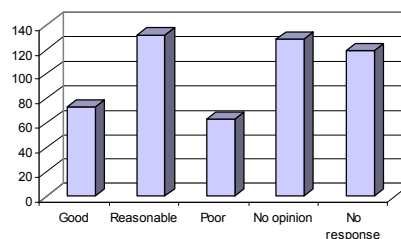
We received responses to this question that can be summarised as follows:

- Considerate driving: 7
- Improved road surfaces : 6
- Introduction of cycle lanes & routes: 23
- Introduction of 20 Limit : 2
- Parking frames in the High Street and on the Common: 6
- Reduction in the illegal parking of cars:2
- Reduction in excess speed of other traffic: 18
- There were also various suggestions about what cyclists could do to help themselves.

Question 42 – How does your household rate the bus service for the area?

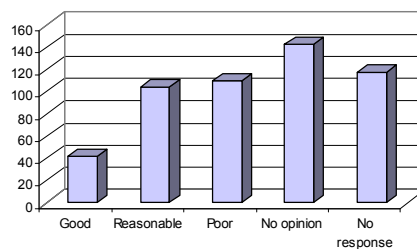
Route

Good	73	14%
Reasonable	132	26%
Poor	63	12%
No opinion	129	25%
No response	119	23%
TOTAL responses	516	



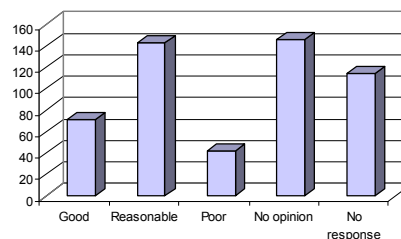
Timetable

Good	42	8%
Reasonable	104	20%
Poor	110	21%
No opinion	143	28%
No response	117	23%
TOTAL responses	516	



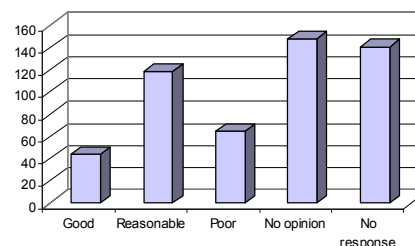
Reliability

Good	71	14%
Reasonable	143	28%
Poor	42	8%
No opinion	146	28%
No response	114	22%
TOTAL responses	516	



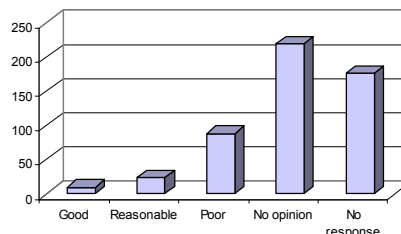
Cost

Good	44	9%
Reasonable	118	23%
Poor	65	13%
No opinion	148	29%
No response	141	27%
TOTAL responses	516	



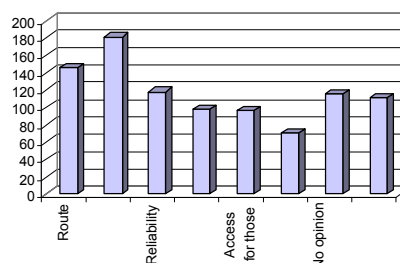
Access for those with disability

Good	9	2%
Reasonable	23	4%
Poor	88	17%
No opinion	219	42%
No response	177	34%
TOTAL responses	516	



Question 43 – Would you like to see any improvements in the bus service with regard to any of the following ?

Route	146	28%
Timetable	181	35%
Reliability	118	23%
Cost	98	19%
Access for those with disabilities	96	19%
Location of bus stops	71	14%
No opinion	116	22%
No response	111	22%
TOTAL responses	516	



We received responses to this question that can be summarised as follows:

A: Housing & Environment.

1. **To Preserve High Standards in all Village Buildings: 5:** A mixture of comments but all concerned with the preservation of the historic buildings in the village. One questionnaire said that Lindfield should not be over sanitised or urbanised, planning and conservation should be left to environmental experts.
2. **To Ensure Appropriate Housing for the Village: 30.** A large response with most resisting major housing developments within the village but supporting some low cost housing or the conversion of large houses into smaller units. Most wanted to preserve the character of the village and not spoil it with inappropriate over-development. Much concern expressed that local facilities are already overstretched and that doctors, schools, hospitals, water supply etc cannot cope with a vast expansion of housing in Mid Sussex.
3. **To Raise Standards in the Local Planning Process: 7:** Responses include complaints about the Littlecote planning process and comments that the Parish Council does not listen to residents opinion in such instances. There was also a complaint that MSDC does not enforce its own planning policies when considering planning applications. There is also reported a rumour about possible plans for housing on the Common.
4. **To Maintain Lindfield’s “Best Kept Village” Appearance: 7:** Most of these responses either asked when Lindfield was going to enter the "Best Kept Village" contest again or offered suggestions to brighten up the village for such an entry. In particular one questionnaire thanked those residents responsible for managing the garden around the surgery and Tollgate car park. A suggestion was made that the surfaces of the Common car parks should be improved and made to look green.
5. **To Maintain Trees & Flowers in the Village: 11:** Many complaints that trees and hedges are not being managed including in the High Street trees are not being pollarded, of overgrown trees/hedges in Denmans Lane by the barrier and of a deceased Oak tree in By Sunte that has not been attended to by WSCC, Also of concern was the fact that MSDC have only one tree officer.
6. **To Maintain the Pond in a Healthy and Attractive Condition: 6:** Comments include planting the pond with aquatic plants to help restore the natural balance so as to encourage wild life back and reactivating the fountain. Concern was expressed about the state of the walls and a suggestion made that these should be maintained by WSCC. It was also suggested that signs should be put back on the pond to discourage the feeding of wildfowl.
7. **Other H & E points: 14:** Responses include a number of complaints about Grass Mowing, new path through the Nature Reserve being vandalised, loss of old brick paving in the High Street, noise at pub closing time, dog fouling, domestic bonfires and roads not cleaned. There are three complaints about blocked road drains in Hickmans Lane/Sunte Avenue junction, Backwards Lane and Linden Grove.

B: Facilities & Attractions: 36.

1. **To preserve a wide range of shops: 18:** Several comments about the disappearance of the really useful village shops and requests for a Bank, good restaurant, hardware shop and another post office. There were some complaints about Somerfield's (even a suggestion that Waitrose or Tesco Metro would be a welcome alternative grocer) and in particular its shop front, this is not considered in keeping with the rest of the High Street.
2. **To provide better public toilet facilities: 6:** Requests include the re-instatement of the toilet on the Common and the retention of Denmans Lane, they should be modernised and open in the evenings when there is an event in the village.
3. **To increase provision of suitable space for meetings etc, to keep place with the growth in village social activities: 0.**
4. **To encourage visitors to explore the whole village: 1.** One response that said "No promotion of tourism".
5. **Other F & A points: 6:** These included a request for a couple of seats in the Welkin, for better Christmas Lights in the High Street, for a Cashpoint, and for the WI Market to operate on Saturday mornings.

C: Sport & Leisure: 9.

1. **Provide better facilities for the younger age groups: 6** For the very young there are requests for the playground equipment to be modernised and the playgrounds cleaned more frequently. For the over 12s there are requested for new facilities that could include a Skate/BMX park. There is praise for the organisers of football and other sports in the village for the young but also a plea not to spread mud on the footpaths.
2. **To give local youth a voice through a Lindfield Youth Council:0.**
3. **Improve provision of information for Sport and Leisure:0.**
4. **Access to Sport and Leisure Facilities: 1.** Many who have moved into the area seem particularly keen to be involved & could be a good target for inducing the 30-40 age group & for bringing in new ideas for activities.
5. **Other S & L points: 2** Complements to the three churches for their contribution to the community for the various activities they organise such as Young Mothers & Toddlers, URC Coffee "Pop-In", Bi-monthly lunches for the over 60's etc.

D: Safety & Security: 31.

1. **To reduce Anti-Social Behaviour: 13.** All the responses here relate to the anti-social behaviour of groups of youths within the village. Concerns relate to drinking alcohol, drug taking, litter, loud music, casual vandalism etc and cover a wide area of the village; particular mention was made of the Common and Backwoods Lane. The extension recently of pub opening hours was considered by some to have made the problem worse.
Eight residents questioned the amount of Policing that Lindfield receives although it contributes £300K for this annually. The service provided by the two Community Police Officers in the village was questioned as they do not appear to be acting on witnessed instances of cycling and skateboarding on the pavement, litter dropping and illegal parking.
2. **To restore and expand Neighbourhood Watch throughout the village: 1.** Requested a more visible police presence on the streets, specifically in connection with the Witch.

3. **To achieve a uniform standard of lighting throughout the village: 6:** All these responses requested improvements to street lighting particularly by the tennis & football pavilions on the Common, Black Hill, Old Place/Lindfield Place, Spring Lane and for the maintenance of existing street lights to be improved.
4. **Safety & Access to and maintenance of Footpaths and Pavements: 8** There were complaints about overgrowing hedges in many parts of the village and about either poor pavements or the maintenance of footpaths/pavements in Croxton Lane, Summerhill Lane, the Welkin and at the junction of Hickmans Lane and Savill Road and a request to remove the dimpled paving slabs (For the blind) as they are painful for a resident with arthritis. There is a request to make all pavements accessible for wheelchairs, scooters and pushchairs. There are also requests for new pavements relate to Town Hill and for an extension of the path from Meadow Drive to the Common.
5. **Other S & S points: 5:** Three of these relate to frequent nuisance from Fireworks and in particular the banger type that "should not be sold to the general public".

E: Traffic & Transport: 111.

1. **To improve the Lewes Road / High Street Junction: 10:** Most are general complaints about the volume of traffic in the High Street but worthy of particular mention are concern about the Hickmans Lane / High Street junction and the suggestion of a mini roundabout at the Lewes Road / High Street junction. There is also concerned about the problem of elderly people crossing the road in the High Street and a request for either a traffic island refuge or a pedestrian crossing near All Saints and a request to ban heavy lorries from the High Street. See also Heavy Goods Vehicles.
2. **To implement traffic management / calming measures: 17:** Requests for traffic calming measures include Summerhill Lane and Sunte Avenue. Other suggestions include the removal of the barrier in Denmans Lane, improvements to the traffic flow at the traffic lights at Hickmans Lane / West Common, 20mph limits in Summerhill Lane & Sunte Avenue and further improvements to the mini roundabout in West Common.
3. **To review speed limits: 16:** There is a consensus among these responses that the 30 limit is not being enforced adequately although some think that the police speed gun operation in Lewes Road is successful. There are however a few comments against the introduction of Speed Watch in the village if it is operated by village volunteers although other comments support the introduction of the automatic illuminated "30" warning signs (there are however some residents who consider that such signs are to urban for our village) and many call for more 30 limit reminder signs. The roads mentioned for particular concern for excessive speed are Gravelye Lane, High Street (around All Saints), Portsmouth Lane / High Beeches Lane, Summerhill Lane, West Common.
4. **To reduce pedestrian – vehicle conflict: 12:** These are complaints about inconsiderate parking on pavements in Pelham Road is causing pedestrians problems and requests for new pedestrian crossings outside the King Edward Hall, Hickmans Lane & Lewes Road. Also of concern is the narrow pavement in Lewes Road by the side of the Post Office that is regularly mounted by traffic.
5. **To monitor the performance and effect of parking enforcement: 21:** These include a number of requests for more car parking places around the High Street, for the parking time limits to be enforced so that shoppers can park and for more disabled places. There is concern expressed about illegal parking, particularly on

double yellow lines for instance outside Barnlands in the High Street. A suggestion was made for resident parking permits to be considered as parking on the road side or particularly on the grass verges is an issue throughout the village; roads quoted include Appledore Gardens, Black Hill, Compton Road, Eastern Road and Newton Road.

6. **To investigate feasibility of restricting Heavy Goods Vehicles except for “Access Only”:** 3: Requests to either ban or restrict heavy lorries, particularly from the High Street. See also High Street.
7. **To encourage reduction in school run traffic through the implementation and promotion of school transport plans:** 3: A request for more school buses and for school run driving to be discouraged plus a request for reduced parking during school hours at the Black Hill / High Street / Backwards Lane junction when it is "chaos corner".
8. **To lobby bus operators to provide enhanced services:** 13 There are many requests for improvements to the bus services including provide better timetable information, extend the 30B service into the evening, make 7.25pm service on 30B leave from the Station as advertised not Sainsburys, improve reliability of bus services, introduce low floor buses for the elderly and make to use of buses cheaper.
9. **To encourage cycling for short journeys:** 2: Requests for cycle paths particularly to all local schools and Haywards Heath.
10. **Other T & T points: By-pass 6.** All these responses suggest that it will need a by-pass to reduce through traffic in the village unless traffic on the A272 can be banned. **Other 5:** Most of these responses concern signage or the lack of it. There are requests to change the signing in Ardingly and at the Oathall roundabout to divert north / south traffic away from the High Street, for a sign for French Gardens at the top of West Common / Appledore Gardens and for signage improvements from By Sunte onto Portsmouth Lane. However one response requested a ban on further road signs. Other requests include a pedestrian crossing with lights in Lewes Road and for repairs to the road surface in French Gardens.

F: Communication: 15.

1. **To increase promotion of events in the village:** 3: Two requests for a better Village Day with more of a community involvement as it used to be and a request for social functions for residents to encourage a sense of belonging and pride in the village.
2. **Other Communication points:** 13: Suggestions include the Parish Council to produce a list of local tradesmen, the Lindfield Times to be distributed via the Internet and for a notice board on the Common. The Parish Council and others were thanked in some questionnaires for the services they provide but there was also some criticism from others. There was also a request for better communications about future housing plans within the village and a plea in another questionnaire for tourism not to be encouraged.

G: General Village Comments:

1. **General Comments:** 11: One response stated that Lindfield must remain independent of Haywards Heath while another reminded us that we need to consider what happens outside of Lindfield and not just consider the village in isolation. While another resident thought that some of the amenities suggested would make the village more like a town and a further resident wondered if local schools could do more to encourage children / parents and grandparents to learn social skills.

2. **Comments in Praise of Lindfield: 32:** A number of questionnaires said that Lindfield is a wonderful, friendly, beautiful and happy village to live in. A point was made that developments outside Lindfield (eg. future of Clair Hall) will affect Lindfield residents. Twinning however did not find support and there was some criticism of the questionnaire format and questions. Other responses include concern that any improvements to the village would only make things worse for future residents as they may attract more developers.
3. **Comments about possible Twinning Scheme: 2.** Reported that there already twinning schemes in the area and that no benefit can be seen from such a scheme.
4. **Comments about the Village Plan: 6:** The exhibition was reported as excellent by one resident while another complained that a 2 hour slot on a Saturday morning was not long enough and wasn't able to attend anyway! Another complained that the questionnaire was poorly designed, another questioned the analysis method and the repetition of some questions while a third thought that there was a hidden motive in the choice of questions.

H: Medical: 3.

1. **Medical:** Complaint about the time it was taking one resident to switch to the Lindfield Medical Centre from Haywards Heath and two requests for improvements / enlargement of those facilities and a request not to charge for parking at the centre.

I: Parish & Other Councils etc: 14.

1. **Parish Councils:** Just two responses of praise for the Parish Council but several of criticism. Criticisms include too much of the Parish Councils meetings being "behind closed doors" and a failure to maintain "Linden Trees" in the High Street. Suggestions for improvements include co-opting a rep from All Saints Church onto the council, more authority to oversee work done in the village by MSDC/WSCC contractors and to open the Parish Office one evening a week.
2. **Other Councils:** The costs of local government continue to rise well above inflation. However there does not seem to be a corresponding rise in the quality of the services being provided. WSCC expenditure is considered to be out of control by the one resident while suggestions about MSDC/WSCC include a comment that all Councils building works should be by open tender to ensure fair value and a proposal to merge East & West Sussex County Councils with the administration centre cited in central Sussex.
3. **Other local organisations:** Comments about other local organisations and joint committees with the Parish Council are not all supportive, such as "too many committees & meetings all or many over-lapping in remit too much lethargy, talk, paper, too little action on the ground, too much bureaucracy & waffle & not enough action/results". However another resident makes the opposite comment "allow the villagers to get on with maintaining the atmosphere and voluntary amenities. Parish council and associated bodies do such a grand job!" and another said "all residents should 'do their bit' so have given name & add to aid & abet where necessary".

Q44 Ends

LINDFIELD VILLAGE PLAN

COMMENTARY

PART II – WORKING GROUP COMMENTARIES

Housing (page 45) & Environment (page 49) Working Group
Chairman: Alan Gunson, *Tree Wardens:* Hilary May & Julia Chorley,
Pond Warden: Richard Powell, *Members:* Heather Burlong, Gill Harrison, John
Jesson, Margaret Nicolle, Peter Terry, Janet Wade

Facilities & Amenities (and Communications) Working Group – page 69
Chairman: Brian Newcombe, *Members:* Ray Jones, John Roberts,
Alison Stevenson, Alison Woodhead, Caroline Young

Sport & Leisure Working Group – page 70
Chairman & Secretary: Ian Cooper, *Members:* Martin Delbridge,
Martin Higgins, Christopher Snowling, Valerie Upton, Brian de Ville

Safety & Security Working Group – page 74
Chairman: Margaret Nicolle. *Members:* John Brown, Ian Cooper, Michael
Davies, Alan Gunson, David Macmillan, Ken Markham & Steph Sayers.

Traffic & Transport Working Group – page 78
Chairman: Richard Bryant, *Members:* Alan Gunson, Tony Lambert,
David Macmillan and Jason Robinson.

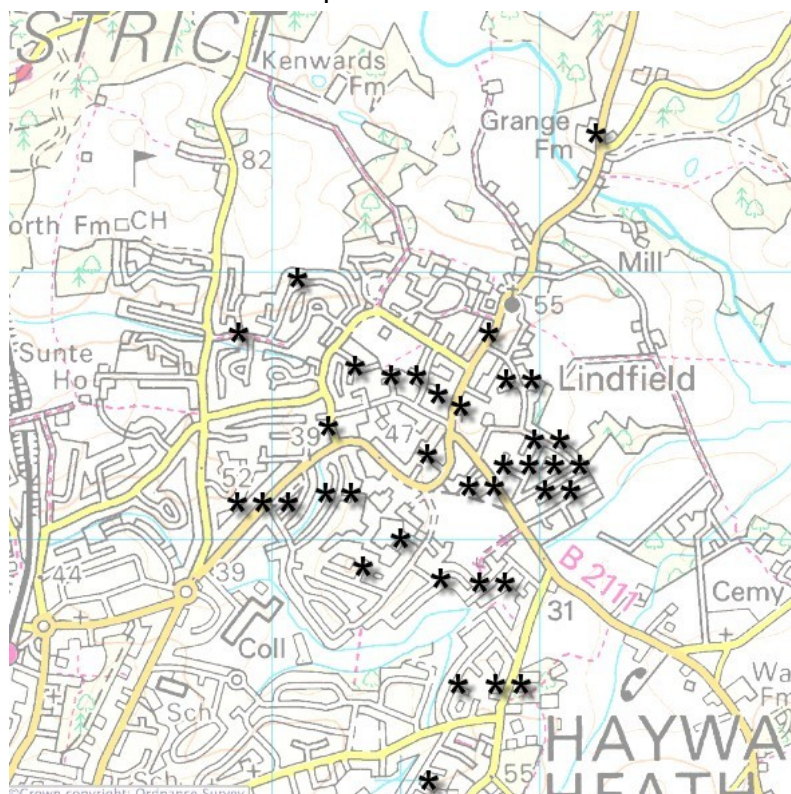
Housing, Planning and Buildings

(Based on Village and Exhibition Questionnaire results)

Housing:

The 11 sub-questions grouped under question 32 in the Village Questionnaire (as opposed to the November 5th Exhibition Questionnaire) on housing were answered by between 86% and 95% of the 516 people who responded. The questions answered with the greatest degree of certainty, namely the highest "agree" or "disagree" responses, were those about the need to increase local health facilities ahead of housing and to ensure high standards of design and construction in sympathy with existing buildings in the village. The least certain responses, but still at a level to engender confidence in the results, were to the questions about building more very sheltered accommodation, about building for sale rather than to rent and about building more sheltered housing for the elderly. The two questions which we identified before the questionnaire was issued as not what we had intended were answered with firm opinions by about 80% of respondents.

The November 5th Exhibition Questionnaire drew responses from 37 people in the village as defined by a RH16 2-- post code. The following map shows their approximate distribution based on post codes.



This questionnaire asked the questions that should have been in the Village Questionnaire. The volume of responses was limited by the number (50) of slips at the exhibition, nevertheless the opinions so gleaned have been considered with an appropriate weighting alongside those from the Village Questionnaire.

Clearer opinion, based on the lowest total with "no view", from the housing questions in the Village Questionnaire was from 89% of respondents who wanted high standards of design and construction in sympathy with existing

buildings in the village. 86% wanted to see the capacity of health care facilities increased before building any more housing. 74% wanted to see the capacity of local schools increased before building any more housing.

The next most clear opinions in the Village Questionnaire concerned affordable housing. Although about 27% of respondents did not either agree or disagree, 43% of the respondents thought that there should be more affordable housing and 61% thought means was needed to keep such housing affordable in the long term. The need for more affordable housing was even more clearly indicated in the November 5th Exhibition Questionnaire where 64% of respondents thought more affordable housing for lower income but essential workers in local hospitals, schools and emergency and other public services should be built in Lindfield. In this questionnaire only 11% were uncertain.

On the general question of new houses to be built in the village, the November 5th Exhibition Questionnaire asked the better question and got a 58% response against the idea, although 22% had no opinion. In the Village Questionnaire the question effectively invited a choice between houses built for normal purchase and for renting. 43% were uncertain or did not respond, and 37% opposed building houses for sale and 21% were in support. 59% of respondents to the Village Questionnaire were of the opinion that there were no sites in/around the village for future housing, although 27% did not offer any view. Interestingly, just 22% of respondents to the November 5th Exhibition Questionnaire said no to both affordable and houses for normal purchase and 17% said no to every question! This suggests a majority are in support of or at least accept the building of housing in some form.

Closely related were the questions aimed at discovering if alternative uses for properties with large gardens would be acceptable. Here we have to rely on the smaller sample from the November 5th Exhibition Questionnaire. Building sheltered or very sheltered housing was agreeable to 56% of respondents. 33% were opposed to the idea. Opinion was equally divided on building smaller houses as has happened at Tall Oaks with 14% offering no view, and the construction of low rise apartments was opposed by 58%, with 25% in favour.

The following actions in respect of housing are therefore proposed for further discussion amongst our group:

Convey village opinion to MSDC and to Parish Councils on housing as follows:

- A high standard of design and construction in sympathy with existing buildings in the village is very important for all new housing.
- Additional capacity must be provided in local schools and medical facilities before building more housing.
- There are very few suitable new sites acceptable for housing in/around the village and new housing should not be encouraged, however opportunities should be taken to build affordable housing under conditions that ensure long term affordable prices/rents.
- Opportunities should be taken to build more sheltered and very sheltered housing within easy reach of the village centre on suitable brown-field sites.
- Low rise apartments are not a acceptable form of housing in the village.

Planning:

This topic was covered by Question 33 in the Village Questionnaire. A total of 270, about 52% of the Village Questionnaire respondents, gave their views on their experience with MSDC's planning service within the last three years. This suggests that more than half the village have been involved in some way in the planning process in that time and it would be reasonable to expect the standard of service to be important to villagers. About 2% of respondents had been involved more than once.

36% of those who had had experience thought the service was "Good" and 30% "Average". Only 14% thought that it was "Very Good" and 20% thought it was "Poor".

36% had been involved with a planning application in the Conservation Area, 9% for a Listed Building and 16% with a tree application, the balance of 38% with other classes of applications. There are some 90 listed buildings in the Village, a very small proportion of the total housing stock, so this response on listed buildings is actually quite high.

The source data from the Village Questionnaire was analysed to see if the views of applicants differed from neighbours and others who had been involved. Of the applicants 48% thought MSDC's service was "Good", 19% thought it was "Very Good", 21% thought it was "Average" and 12% thought it was "Poor". 64% of objectors thought the service "Average" or "Poor".

Concerns have been expressed in the village about the handling and determination of applications concerning trees. MSDC have surveyed applicants and concluded that all was well. The Village Questionnaire shows very polarised views with 60% of applicants thinking the service "Good" and 20% "Very Good", whereas 36% of others involved with trees considered it "Poor" and 29% "Average", although 14% of these thought the service "Very Good".

The following actions in respect of planning are therefore proposed for further discussion within our group:

Convey village opinion to MSDC and to Parish Councils on planning as follows:

- A high standard of service is important to the residents of Lindfield, a high proportion of whom are involved each year.
- Although a majority of applicants for all types of planning permission found the service provided by MSDC was good, the standard needs to be improved for others who are involved including as neighbours and objectors, 64% of whom in our survey thought the service average or poor.
- With reference to trees, the views are even more polarised, requiring MSDC to introduce improvements to ensure those who are involved, but not as applicants, feel they are well served.
- MSDC need to take particular care to ensure that the planning process is both robust and fair, and seen to be so, as tougher targets are introduced in respect of increasing the number of dwellings and determining applications under delegated powers and within the time allowed.
- The village should suggest improvements that could be made to meet the above points.

Buildings:

This topic was covered by Question 34 in the Village Questionnaire. The questions answered with the greatest degree of certainty, namely the highest total of "agree" and "disagree" responses, were those about protecting the historic and architectural heritage of Lindfield, to which 92% responded, about access for the elderly and infirm, 83% responded, and about Villagers working together on developments that affect the village as a whole, 81% responded.

The two questions with the largest number of "no opinion" responses were about listing further buildings where appropriate (40% had no opinion) and the preparation of a village design statement (31% had no opinion). However, of those who had an opinion, 92% were in favour of a village design statement and 87% in favour of listing further meritorious buildings with the agreement of their owners. It was noted that 67% of those with no opinion about the value of a village design statement also had no view about listing further buildings.

The following actions in respect of buildings are therefore proposed for further discussion within our group:

- Communicate to MSDC the importance of protecting the historic and architectural heritage of Lindfield.
- Work with the Parish Council to assist the owners and/or tenants of public buildings in the Village to maximise access opportunities for the elderly and infirm.
- Encourage a Village-wide consultative approach to planning proposals that affect the Village as a whole, for example the King Edward Hall.
- Prepare a Village Design Statement along the guidelines set out by the Countryside Commission with a view to it informing the local planning authority's policies.
- Take action to identify in consultation with their owners further buildings and structures that are considered by the Village to warrant listing and make submissions to the Department of Culture, Media and Sport to that end.

Environment

An archive of working documents used in determining the scope of the final plan

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Overview

This Commentary is available as an archive. It summarises the information used by the Environment Working Group in its deliberations, including texts presented at the two Exhibitions, but not including photographs and other illustrations. In the Plan account was taken of information available from all the relevant sources including:

- Central Government Legislation
- MSDC and WSCC Policy and Procedures (Strategy) on Environment
- The Lindfield Village Appraisal 2000
- Other Guidelines such as for Trees and the Pond
- Feedback from the two Exhibitions and Village Questionnaire

The Group refined their selection of importance of topics in stages:

- 1 Topics that are claimed to be relevant to Central and Local Government
- 2 Topics deemed to be relevant to Lindfield
- 3 Topics most relevant to Lindfield
- 4 How might the Community improve matters through their own initiative?

The Questionnaire comprised 44 Questions. Only one was devoted entirely to Environment issues; and a second to trees. Each Question comprised 9 sub questions. In the Village Plan as a whole the Environment comprised three Actions only from a total of 29. So Environment seems to comprise a very small proportion of the overall issues before the Village: say representing only 5-10% of the concerns of the community.

Although included in the November 5th Exhibition, some topics of importance to the village have been omitted: for example, Fireworks, noise from aircraft and garden machinery, inadequate Dog Bins, Waste Bins, and inadequate sweeping of pavements, including litter.

In some cases the feedback from residents in the Questionnaire is contrary to the factual evidence, thus demonstrating the uncertainty of drawing too firm conclusions from a minority return of data. For example there is ample evidence of the nuisance from litter and chewing gum in Lindfield much created by school children. This is evidence in line with Government information, and is why there is legislation to combat it, as it is a statutory nuisance.

Lindfield Village Appraisal 2000: Environment

- Clear footpaths
- Cut back hedges
- Maintenance of Common & Hickmans Lane Park

See page 24 of **Lindfield Village Appraisal 2000** for summary of responses on Environment:

Issue	Response %
Reduce Traffic	66
Recycling	47
Improve Public Transport	46
Community Composting	26
Improved rights of way	24
Local Employment	20

Lindfield Village Plan: Revised Scope for Environment

MSDC and WSCC cover 'Environment' under the following headings

MSDC & WSCC	Village Plan Equivalent	Comment
Environmental Policy	√	
Environmental Strategy	√	
Dog Warden Service	√	Excrement collection inadequate
Noise Nuisance & Anti-social behaviour	√	Anti-social covered by S & S Group
Health Priorities & Disability Issues	√	Access to premises, others in different Groups
Pollution Control	√	
Pest Control	√	Not yet covered
Public Amenities	√	Toilets not covered. Should they be?
Street Cleaning & Abandoned Vehicles	√	
Amenity Services:		
Refuse & Recycling	√	
Litter & Fly Tipping	√	
Large Items + Commercial Waste	√	Commercial waste ought to be discussed
Not Relevant to H&E Group		
Food Safety		
MOT Testing		
Health & Safety at Work		
Village Plan also includes:		
Cemetery	√	Not yet covered
Rights of Way	√	Not yet covered

Under the definition of 'Environment' WSCC and MSDC * include:

Environmental Policy

Environment Strategy

Dog Warden Service*

Food Safety*

H & S at Work*

Health Priorities & Disability Issues*

Noise Nuisance & Anti-social Behaviour

Pest Control*

Pollution Control

Public Conveniences*

Street Cleaning & **Abandoned Vehicles***

Amenity Services

Refuse & Recycling

Litter & Fly Tipping

Disposal of Large (Domestic) Items & Commercial Waste*

**These items have not been included in the Lindfield Village Plan*

Definition of Environment

External conditions or surroundings in which people live or work

The external surroundings in which a plant or animal lives which influence its development or behaviour

Environmental Health Officer –concerned with public health – sanitary

Environmentalist: a person concerned with issues that affect the environment such as pollution

Sub Headings for Environment

- Definition
- Response by Public from 2000 Appraisal
- Pressure on Village Resources
- Air Quality
- Air and Noise Pollution from Vehicles
- Bonfires & Logistics of garden wastes
- Community Composting
- Village Animal & Bird Life
- Lindfield Street Scene
- Street Litter
- Trees
- The Pond
- Commercial Wastes

Lindfield Village Plan – Air Quality

Actions:

- Alert residents to the scale of pollution due to traffic
- Support ways of reducing this on the busiest main roads
- Campaign to reduce domestic bonfires
- Encourage increased recycling of garden waste

WEST SUSSEX & AIR POLLUTION

There is only one specialised Air Pollution Monitoring Vehicle in Sussex. WSCC and MSDC are required by law to carry out monitoring. This is what WSCC has to say on the subject

In general, the quality of the air in the county is good. Most of the older polluting industries have gone and few homes rely on coal fires for their major source of heating. *Pollution near traffic sources and in built up areas is particularly bad, however, and so monitoring of busy roads is a priority.* Emissions from vehicle exhausts give rise to a cocktail of pollutants. The main pollutants monitored by West Sussex County Council and some of their known health and environmental impacts are described here.

Carbon monoxide

In the UK, road traffic produces the majority of carbon monoxide. If inhaled, it reduces the oxygen carrying capacity of the blood and it can cause headaches, fatigue, stress and respiratory problems. It also increases the likelihood of exercise related heart pain in people with coronary disease. It may present a risk to the foetus. At very high levels it is fatal.

Fact: in West Sussex 92% of all carbon monoxide emissions are produced by road traffic

Nitrogen oxides

These are given off when fuel is burned and may exacerbate asthma. Oxides of nitrogen possibly increase susceptibility to infections. These emissions are one of the major contributors to the production of acid rain and ground level ozone.

Fact: in West Sussex 51% of all oxides of nitrogen emissions are produced by road traffic

Particulate Matter

Increasingly, experts are concerned about the fine dust that is emitted from diesel vehicles - known as particulate matter. The small particles known as PM 10s are of most concern as these can be breathed deep into the lungs. There are worries that long term exposure is associated with an increased risk of heart disease, lung disease and possibly cancer

Fact: in West Sussex 39% of all total particulate emissions are produced by road traffic

Ground level ozone

Although we are very concerned about losing the ozone layer in the stratosphere, at ground level it is a pollutant. It is formed by a chemical reaction between nitrogen oxides and hydrocarbons in the presence of sunlight. **It can irritate the eyes and air passages and can trigger allergic**

reactions in people with asthma. It may also increase the susceptibility to infection and damages plants.

Other pollutants of national concern include:

Benzene (a volatile organic compound)

Benzene is emitted from the evaporation of solvents and petrol and is also present in vehicle emissions. There are concerns that increasing levels of benzene in the air may lead to increasing incidence of cancer.

Lead

Lead can impair the intellectual development and learning ability of children. Leaded petrol was phased out in early 2000 and replaced by an unleaded alternative.

Sulphur dioxide

This is produced mainly from industry and the burning of coal and is, therefore, less significant in West Sussex. It may provoke wheezing and is associated with chronic bronchitis, particularly in winter smog. Sulphur dioxide is a major cause of acid rain and has a detrimental effect on plants and wildlife. Although the major source of sulphur dioxide is industrial pollution, road traffic does make up a small percentage of the total emissions. The introduction of ultra-low sulphur diesel, however, has led to a significant reduction in sulphur dioxide emissions from traffic.

1,3-Butadiene

Trace amounts of 1,3-butadiene are present in the atmosphere, deriving mainly from the combustion of petrol and other materials. Although it is used in industry, mainly in the production of synthetic rubber for tyres, **it is motor vehicles, which are its dominant source.** The health effect, which is of most concern in relation to 1,3-butadiene exposure, is the induction of cancers of the lymphoid system and blood-forming tissues, lymphomas and leukaemia.

Lindfield Village Plan – A Better Street Scene

Actions:

- Encourage residents to maintain their hedges adjacent to public pavements
- Ensure MSDC/WSCC maintain hedges adjacent to public footpaths
- Urge MSDC to improve the maintenance of verges
- Instigate a campaign to eliminate chewing gum on village pavements
- Reduce street litter

The Street Scene

In the past Lindfield has achieved 'Best Kept Village'. There are steps to be taken if the best of the past is to be recaptured across the whole village. This is very much in the hands of the residents jointly with the Parish Council.

Perhaps a novel approach is required.

The issues to be addressed as appearing in comments by the public are: Street litter of all kinds

Inadequacy of litter bins and dog fouling bins and the frequency of emptying
Personal observation is that some streets are relatively clean but others not so, especially where leaves (mostly from privately owned trees) remain on the pavement or footpath

Noise from vehicles and domestic machinery

Air pollution from vehicles and from domestic bonfires

A frequent complaint is that many hedges and trees are overgrown, becoming unsightly and an obstruction to the free and safe use of public pavements and footpaths

The present waste collection service of waste carts in the Tollgate car park several times each year is welcome but only of use to nearby residents or car drivers. Pensioners further a field and without vehicles seek free (or reduced cost ?) green sacks

A more formal recycling facility for green waste though desirable is now ruled out. This strengthens the case for a better service by some other means

What:

- Improve the standard of litter management
- Persuade MSDC to maintain a high standard of dog fouling collection
- Through publicity inform the public of the pollution being created
- Try to extend the collection service for domestic green wastes
- By inspection identify where hedges are a nuisance and ensure appropriate notices are sent to residents, to be followed up if necessary by action by WSCC
- Where persistent air pollution from domestic sources is identified ensure MSDC take positive and appropriate action
- In view of worsening traffic congestion to have tests done to identify the actual level of pollution from vehicles
- Establish with LPC and others what is involved in refurbishing and replacing pond and fence posts throughout the village

Who:

- LPC, WSCC, MSDC as appropriate
- Local residents to form a band of 'Lindfield Conservation Volunteers' similar to the Voluntary Tree Wardens and Pond Warden and preferably including youth through contact with the schools

When and How:

- As soon as enough volunteers can be attracted
- Priorities to be agreed on a seasonal basis
- Source of funding may have to be obtained
- Progress to be monitored through reports in the Lindfield Times

Lindfield Village Plan – Noise

Actions:

- Carry out a survey of Lindfield residents to identify particular sources of persistent domestic noise
- Encourage residents to avoid noisy DIY and gardening on Sunday mornings
 - Reduce noise levels from heavy vehicles on main through routes
 - Urge MSDC to improve the monitoring of noise from public places

Fireworks and the law

New legislation has been introduced to help to make fireworks safer to use and to tackle their deliberate misuse. It affects how fireworks are imported, sold and used, and places restrictions on possession. It means that fireworks will be safer, less noisy and can only be let off at certain times. It also means that those misusing them to either damage property or injure will be able to be dealt with by the relevant authorities. As a consumer, you along with retailers, have new responsibilities.

Legislation and you

Fireworks will only be widely available during the weeks leading up to Bonfire Night and a few days before New Year's Eve, Diwali and Chinese New Year. For the rest of the year, you will only be able to buy fireworks from shops that are licensed to supply them.

Penalties

It is an offence under section 80 of the Explosives Act 1875 to throw or set off fireworks in any highway, street, thoroughfare or public place. The power to enforce this section of the Act rests with the police. Anyone found guilty is liable to pay a fine of up to £5,000. Penalty notices for disorder (on-the-spot fines) can also be issued for this offence, attracting the upper tier fine of £80.

In Regulations made under the Fireworks Act 2003, it is also an offence for the under 18s to possess fireworks in a public place and for anyone to let fireworks off during night hours (11pm to 7am). As from 11 October 2004, police also

have the power to issue penalty notices for disorder for these offences. Again, the offence attracts the upper tier fine of £80.

Under section 1 of the Protection of Animals Act 1911 it is an offence to cause any unnecessary suffering to any domestic or captive animals. The penalty on conviction is a fine of up to £5,000 or up to six months imprisonment, or both. Enforcement of this section of the Act rests with Trading Standards, the Police or the RSPCA as appropriate.

Legislation and retailers

How the changes in the law affect retailers is described in more detail in their section of this site. The main points are...

Shops have to register or obtain a licence from Trading Standards to be allowed to store fireworks for sale. If they aren't registered or licensed, retailers could be fined up to £5,000 or given a prison sentence of up to six months.

It is illegal for retailers to sell caps, cracker snaps, novelty matches, party poppers, serpents and throwdowns to anyone who is under 16 and to sell all other fireworks to anyone who is under 18.

Retailers must only sell fireworks that conform to British Safety Standards and meet certain noise conditions. They must have BS 7114 printed on the box.

As from 1 January 2005, unless they have a special licence, suppliers must only sell fireworks during the weeks leading up to Bonfire Night, New Year's Eve, Diwali and Chinese New Year.

Civil Aviation Authority (CAA) Firework Safety Warning

You should be aware that the CAA has guidelines for organisers of major events using fireworks near airports. Further details are available from the CAA website.

- You can't set off fireworks between 11pm and 7am except for on 5 November when you can set them off until midnight and New Year's Eve, Chinese New Year and Diwali when they can be set off until 1am.
- You must be over 18 to buy fireworks, except for caps, cracker snaps, novelty matches, party poppers, serpents and throwdowns where the legal age of purchase is 16.
- It is an offence to throw or set off fireworks in a street or public place and it is also illegal for anyone under 18 to possess fireworks in public.
- It is an offence for people who aren't firework professionals to buy and possess category 4 fireworks. These are only to be used at public displays by firework professionals.

Lindfield Village Plan – Recycling

Actions:

- Urge MSDC to increase recycling of garden wastes by providing more frequent waste carts in the Tollgate car park
- Support ways of reducing the amount of domestic and commercial wastes
- Urge MSDC to improve the waste collection service
- Investigate Community composting
- Encourage householders to recycle more garden waste

Bonfires & the Logistics of Garden Waste in Lindfield

A few residents blight the lives of everyone else through domestic bonfires. It is estimated the main nuisance arises from three or four bonfires per annum by each of 60 –75 residents.

Waste Carts in the Tollgate Car park

LPC pays £255 net of vat each time to provide waste carts in the Tollgate car park. This service was formerly provided by MSDC but now has to be paid for by LPC through the parish rate, comprising yet more couple taxation. This service is paid for by everyone. If it is assumed that 100 journeys by residents to Burgess Hill are saved by using this facility on each occasion, then it is cost effective. One return trip to Burgess Hill at a round journey of 10 miles costs a family motorist about £4-£5. So residents would be paying a great deal more if the waste carts were to be stopped. These are an essential environmental facility.

But what of the residents causing a nuisance? These are householders with typically a garden of ¼ acre or more. Such a site with hedges and lawns and flower beds, allowing for a lot of composting, will still need to dispose of at least 200 green sacks of garden waste per annum, perhaps twice this amount, made up of 50 bags of hedging and 50 bags of general garden wastes. At 10 bags per trip means 20 trips per annum, or £100 in transport cost. But it applies to only about 60 -75 residents, i.e. £7,500 per annum to keep the village bonfire free.

- Would the 75 burning waste use such a facility?
- Would others behave responsibly if a composting station were provided?
- Would producers of a large quantity of waste pay £1 per trip to use the facility?
- Who would manage it, and where?

Community Composting

Purpose:

To provide a collaborative service to residents by recycling prescribed garden waste (not food or kitchen waste). This will be economic only if the service is provided by volunteers and the composted end product is sold to residents.

Status

It is undertaken on allotment sites mostly in the West Country. Devon CC has a full-time officer who co-ordinates installations, and there is another good example in a suburb of Bristol on a Council Allotment site.

Legislative Position

After several years of legislative harassment of established sites in UK by EEC and DEFRA, all sites composting at the rate of 5 tonnes compost at any one time need to register and pay a waver of £150 per annum for exemption from a full annual licence as a registered waste contractor of circa £2,500 per annum. This bureaucracy is shutting down successful established sites, though UK government deny that this is occurring.

Questions

- 1 Whether the public could be trusted to behave responsibly in dumping only material suitable for composting.
- 2 The only suitable site in the village would be the allotments, and this might be unacceptable to allotment holders.
- 3 Would there be enough volunteers to manage the project?

Benefits to the Community

Lindfield is a large community for just one site. If 500 of the 3,000 households were to submit grass and hedge cuttings amounting to about 50 black bags per each, this would total about 50 tonnes annum of compost. The most likely customers of community composting would be those with large gardens not employing contractors to remove material much of which at present is burned.

Options

- Seek out a Local Authority doing it
- Set up a demonstration project
- Dismiss as impractical

Commercial Wastes in Lindfield

Commercial wastes arise from premises other than domestic premises and are paid for on a commercial basis. This topic has not been included by the Group but does require some investigation on a wider basis than the village. There are two issues: one is the high cost, and more importantly the fact that the materials go to landfill. Associated with this might be an investigation into the Green Sack procedure in which residents pay to have their garden wastes collected, but these too go to landfill.

Most commercial waste in Lindfield may comprise bottles and cans from pubs and restaurants and packaging, and waste food. Even if nothing can be done to improve the recovery of these materials it would be valuable to gauge the scale of the amounts being collected.

The Environment Agency carried out a survey of some 4,500 industrial and commercial businesses in 2002/3. The information collected for each business included the type of waste, quantity of waste, the waste form, waste disposal or recovery method. Data collection was limited to controlled waste and relates to England only. The estimate of industrial waste includes power station ash, blast furnace and steel slag. More detailed information from these surveys and a separate survey for Wales can be found on the Environment Agency website (link below).

In 2002/3 Industrial and Commercial waste in England totalled 68 million tonnes. Of this about 38 million tonnes was attributable to industry and 30 million to commerce. **The individual sector that produced the most waste was the retail sector, which generated nearly 13 million tonnes of waste.** This was followed by food, drink and tobacco manufacturing, and the professional services and other businesses, both producing more than 7 million tonnes, and the coke, oil, gas, electricity and water industries at just over 6 million tonnes

[For further details see

<http://www.defra.gov.uk/environment/statistics/waste/wrindustry.htm>]

To Maintain Lindfield as a “Best Kept Village”

This is a ‘catch all’ Action that at the heart of it requires stronger public support than is evident at the present time. A large number of volunteers of all ages will be required if the aims are to be achieved. The individual issues are covered here. Only when significance progress is made can there be a sensible intention to seek **Lindfield In Bloom** or similar status.

Street Litter

Chewing Gum

Discarded chewing gum sticks firmly to pavements. It does not degrade over time and is difficult to remove. The Department for Environment, Food and Rural Affairs (Defra) recently put forward proposals to tackle this issue. These included encouraging manufacturers to take responsibility for helping to reduce chewing gum litter and clarifying legislation so that chewing gum would be treated in the same way as other litter. This briefing considers the options for preventing and for cleaning up chewing gum litter.

Removal of gum costs between 45p and 150p per square metre. Local Authorities spend over £400m per year on street cleaning. It is possible a tax will be put on chewing gum to pay for this cleaning cost.

Everywhere there is public activity there is evidence of chewing gum; for example in such places as newly paved Burgess Hill Martlets and South Rd Haywards Heath. A deposit was recently seen stuck in the mouth of the RM post box outside the station. The pavement of the Orchards is another bad example. Currently there is an endemic in Lindfield especially in the High St, and approaches to all entrances to Oathall Community College, including West Common pavement SE side. The UK Government Statement September 2003 Number 201 is quite explicit on the subject. **It reports that the greatest problems are around facilities such as schools, cinemas and swimming pools that are frequented by children and young people. This is the report:**

CHEWING GUM LITTER

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Background

Sales of chewing gum have been increasing steadily in recent years, with sugar-free gum the fastest growing sector. Wrigley's, which owns many of the chewing gum brands sold in the UK, has seen its sales across Europe and the US grow by over a third since 1998.

Most consumers dispose of their chewing gum responsibly. However, where chewing gum is dropped onto pavements it sticks firmly to the surface as it dries.

Chewing gum does not break down over time and so the deposits gradually accumulate. The government believes that these chewing gum deposits compromise the quality of public spaces in the same way as other litter. A national survey commissioned by Defra, and to be repeated annually, reported in 2002 that chewing gum was the major source of staining on pavements.

1 Defra reports that the greatest problems are around facilities such as schools, cinemas and swimming pools that are frequented by children and young people.

Government policy

Defra has proposed tackling the issue from two angles. The first is to amend legislation to make it clear that chewing gum should be classified as litter. Local authorities (LAs) have a legal duty to clear litter from public places. Acceptable standards of cleanliness are defined and citizens can take legal action where these are not enforced. LAs also have the power to take action against people who create litter, either through formal prosecution or by appointing street wardens who can issue £50 on-the-spot fines. There is currently confusion over whether these powers apply to chewing gum and practice varies between LAs. Defra's other strategy is to reach voluntary agreements with chewing gum manufacturers over how they could contribute to managing the problem. This is in line with the 'polluter pays' principle, which aims to make companies who

pollute the environment responsible for their actions. Defra is continuing discussions with manufacturers and other interested parties, such as the Local Government Association, and will be presenting a range of proposals to manufacturers in September 2003.

Reducing chewing gum litter: Prevention

Fines for dropping chewing gum

Leicester City Council has introduced £50 on-the-spot fines for dropping litter, including chewing gum. This is enforced by a team of street wardens who patrol the city centre. Defra hopes to encourage other LAs to use similar powers through its amendments to legislation.

Restricting the sale of chewing gum

Singapore introduced a complete ban on chewing gum in 1992. However, this was relaxed in 2002 when sugar free chewing gum was made available on prescription as part of a trade deal with the United States. This year, all restrictions on the sale of sugar-free gum were lifted. In the UK, Defra has proposed that LAs and retailers develop voluntary schemes to restrict the sale of chewing gum in areas with particularly heavy deposition. However, manufacturers argue that this is unlikely to have much effect because few people buy, chew and dispose of their gum all in the same area. Further, LAs have expressed concerns that such voluntary schemes would be unworkable.

Education and awareness campaigns

Wrigley's argues that educating people not to drop chewing gum on the street is the most effective long term solution for reducing litter. It first printed the advice to "Use this wrapper to dispose of gum" on packaging in 1933 and other manufacturers have followed suit. National campaigns aiming to educate people to dispose of gum responsibly have been run by manufacturers and by ENCAMS, an environmental charity that is part funded by Defra. LAs run local campaigns, often in conjunction with clean-up operations and other preventative measures. For example, Bournemouth Council followed removal of chewing gum from pavements in 2002 with the introduction of GumTarget boards. These post-sized panels, which are papered with images nominated by the public, are erected in target areas. On average 1,600 pieces of gum are collected from the boards each week and the council reports that there has been a significant decline in chewing gum litter on pavements.

Preventing chewing gum from sticking to pavements

A less sticky chewing gum could be swept up with other litter while a biodegradable product would disappear over time. However, developing such gum is not easy (see box above). Defra is considering how it could stimulate further research in this area. An alternative is to coat pavements with 'non-stick' substances designed to make gum removal easier.

Clean-up

There are various methods available for removing chewing gum from pavements (see box opposite). Specialist gum removal companies typically charge between £0.45 and £1.50 per square metre with the cost depending on the method, the type of surface and

the amount of chewing gum: Trafalgar Square was cleaned in June 2003 at a cost of £8,500. An initial 'deep clean' of an area is more expensive than repeat cleans, which are usually recommended for every 3-12 months. Some LAs have chosen to purchase specialist equipment and use in-house teams to carry out cleaning. ENCAMS would like to see more LAs instigating clean-up programmes but recognises that this would have cost implications. Any legislative amendments that placed a duty on LAs to clean up chewing gum would need to be costed by Defra and supported by a definition of acceptable standards of cleanliness in relation to gum.

Paying for cleaning up chewing gum

LAs already spend over £400million on street cleaning each year. Cleaning up chewing gum would add to this and may lead to further costs in the long term from damage to pavements. Several LAs have said that they would like central government to collect a levy from manufacturers as a contribution to clean-up costs. As an alternative approach, the Irish Government is currently consulting on a proposed tax of ~7p on each pack of chewing gum sold. The money raised would be ring fenced for an Environment Fund and redirected to LAs.

Overview

A reduction in irresponsible gum disposal coupled with an increase in pavement cleaning will be required if chewing gum litter is to be reduced. Currently costs fall largely to local authorities. Defra hopes to tackle the issue through liaison with gum manufacturers and other stakeholders; an alternative would be to use legislation to enforce compliance.

Developing non-sticky or biodegradable gum

Chewing gum is made from synthetic rubber to which softeners, sweeteners and flavourings are added. Chewing gum therefore shares properties with other rubber-based products such as car tyres, shock absorbers and some glues. Synthetic rubbers are stretchy, retain their properties indefinitely under all weather conditions, are resistant to aggressive chemicals and have strong adhesive properties. A change in the stickiness or the biodegradability of chewing gum would require a change in the chemical structure of the rubber gum base. However, the gum base also determines commercially important features of chewing gum such as flavour retention, chewiness and shelf life. The challenge is to develop a non-sticky or biodegradable gum base that does not compromise the other features. Manufacturers are reluctant to release details of their research programmes for reasons of commercial confidentiality. However, it is generally assumed that little progress has been made.

Wrigley's says that it has invested some £5million on research in this area in the last five years but no new products are yet ready for consumer testing; other manufacturers say that they see little incentive to invest in this area because there is no obvious financial return.

Removing chewing gum from pavements

The most widespread methods for removing gum from pavements use water or steam, sometimes with chemical agents, to soften and then dissolve or break up the gum.

Factors for LAs to consider in choosing a method include:

- Water or steam used under high pressure can damage grouting between paving stones

- Cleaning may damage the surface material. For example, tarmac melts at high temperatures.
- Spot cleaning of individual pieces of chewing gum causes less damage but is more time consuming than methods that clean whole paving slabs in one go.
- Approaches that use large quantities of water or bulky equipment will be disruptive to pedestrians. Work is therefore often carried out at night, which means that the noise level needs to be considered.
- Access may be needed for bulky equipment.
- Generation of steam can use large amounts of energy

Endnotes

1 *Local Environmental Quality Survey of England*. ENCAMS, 2002.

Available via www.encams.org

2 *Living places: powers, rights, responsibilities*. Defra, 2002.

Available via www.defra.gov.uk

3 Environmental Protection Act 1990

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Cigarette Butts

From the concentration it appears to be created by milk delivery men (or postmen).

Fast Food Litter

Particularly dropped by youngsters or thrown from cars on weekends. Also drinks cans.

Black Plastic Bags

Unightly bags left out overnight and often blocking the pavement forcing pedestrians to walk in the road.

Street Waste Bins

The public places in Lindfield appear to be adequately catered for subject to vandalism being eradicated. Some main streets also have them e.g. West Common bus shelters, but side streets no longer do so.

Dog Fouling

In Lindfield 'open spaces' there are bins placed at regular intervals, but the complaint is that they are not emptied often enough. Dog walkers tend to use any old plastic and paper bags instead of the proper bags, thus filling the bins more rapidly. The complainants are mostly non dog walkers.

If we assume there are 10% of Lindfield householders with dogs the scale of the problem is significant. Perhaps the bulk of fouling occurs at night when the incident is less conspicuous.

It is another example of selfish behaviour by householders. In defence of dogs, there are decreasing places for them to walk freely.

Is there a dog owners club in the village? Could a 'Code of Practice' be proposed?

Trees in Lindfield Urban Parish

Generally the aim is to maintain current tree cover, replacing lost trees where appropriate; to monitor existing trees and keep them in as good a condition as possible; and to plant for the future. Planting a variety of trees may help to mitigate the damage caused by devastating disease such as Dutch Elm Disease. There are concerns about a new threat of disease to oak trees.

Lindfield is enhanced by surrounding woodland and also has many trees within its own boundaries. After the losses through the 1987 storm there was extensive replanting by individual residents, local councils and Lindfield Preservation Society. Lindfield trees exist essentially in an urban/suburban environment.

We are fortunate to have three volunteer Tree Wardens who maintain a watchful and expert eye on the village publicly owned trees. The Tree Warden scheme was started over ten years ago in East Sussex and is now a nationally funded network, administered by county. They are volunteers appointed by their local council, in our case by the Lindfield Parish Council where they do what they can to promote the wellbeing of trees within their community, but as volunteers their role is limited. Tree wardens aim to keep in touch with local people and councils and help the flow of information on tree related matters.

Who cares for Lindfield trees?

1. Private gardens: the householder. There are special rules and extra protection for trees in the Conservation Area and for trees with Tree Preservation Orders (TPOs) on them. The Tree Officer at Mid Sussex District Council is involved with these.
2. Public open spaces: Mid Sussex District Council
3. Roadside trees: West Sussex County Council
4. Allotments: Lindfield Parish Council
5. Schools: are responsible for trees in their grounds
6. Eastern Road Nature Reserve: MSDC

Lindfield Parish Council and the tree wardens often liaise with residents, councils and other organisations involved in these areas.

Some current policies involving trees

MSDC is maintaining the green character of the Common by planting native or naturalised deciduous trees e.g. oak, chestnut, lime. Trees with decorative foliage or blossom may be planted in other public areas, such as car parks.

Applications for new TPOs on valuable trees, which may be under threat can be made to the MSDC Tree Officer. Tree wardens have made a number of applications in the past few years, but any individual resident may do so. TPOs

are not normally put on trees on council maintained land. Information on tree matters, such as TPOs and trees suitable for different sites, is available in leaflets from the MSDC Tree Officer.

WSCC has a 3-year rolling plan to care for roadside trees throughout the village, street by street. They usually replace dead trees. Non-essential work is normally carried out as part of the 3-year plan and there may therefore be some delay after a problem is reported. WSCC must be contacted about any suggestions for new roadside trees and will check whether a site is suitable. Tree wardens have consulted local residents about plans to plant new trees in verges maintained by WSCC, so that limited resources can be used in places where they will be welcomed.

WSCC has stopped pollarding trees in the High Street and Compton Road. Lindfield Parish Council sometimes arranges for local contractors to do minor tree work.

Value of trees to our community

- They are visually attractive in themselves, providing a solid background of wonderfully varied shapes, sizes, colours and textures, which change constantly with the seasons.
- They mask urban development and give our village a rural feel, despite the many buildings here.
- They help to conceal some less attractive or hazardous areas, such as electricity substations.
- They counteract damage caused by pollution in the air, and also from noise.
- They offer protection against extremes of weather.
- They support wildlife: a single oak tree can sustain hundreds of different plant and animal species.
- They even provide us with some resources such as wood and fruits.
- Recent studies have shown the presence of trees to be beneficial to both physical and mental health.

About our Trees

How many and what type?

The number is not known, nor do we know all the species, but even a short walk through the village reveals a wide variety of deciduous and evergreen; native, naturalised and exotic species, and young and old. As elsewhere in the South East there are many oak trees. These with ash (the most dominant species in West Sussex), chestnut, sycamore, beech and pine are some of our largest trees. Lindfield's name dates from Saxon times and means "lime or linden trees in open land"; and there are lime in a number in prominent positions in the village.

Where exactly?

Many of our trees are in private gardens. Others are in school grounds or in communal areas in private roads. There are trees in large public open spaces, such as the Common and Hickman's Lane Recreation Ground, in car parks and small public areas, as at the end of Chaloner Road. There are also many trees on roadside verges.

Potential problems of trees in an urban environment

- Damaged, dying or diseased trees can be dangerous, but some animals depend on decaying trees for their existence.
- Some parts, such as seeds or fruits, may be poisonous.
- Fallen leaves can cause blockages to drains, or, like some fruits, may be slippery underfoot. Some roots may cause damage or make pavements lumpy. (An extra layer of tarmac can be added to make the surface smoother.)
- Large trees may take away natural light from homes and overshadow gardens.
- Problems can be prevented by careful planting of trees which are suitable for their immediate environment. However, an environment and its uses may change over time; some trees may be "self-seeded", and all trees have a natural lifespan.
- It is always important to monitor the situation and condition of our trees.

Difficulties suffered by trees in an urban environment

Trees may be damaged or killed by:

- extremes of weather, such as drought or storms
- pests and diseases
- animals, e.g. by gnawing at bark
- pollution, acid rain
- careless maintenance (of tree and surrounding ground)
- new building projects and underground works
- vandalism
- being in an unsuitable place when planted or because surrounding land use changes
- bad press e.g. of subsidence may lead to precipitate felling of trees
- Ivy is itself a habitat for wildlife, but it can become a problem for some trees

The Village Pond

A great deal of work has been done by WSCC in collaboration with all the interested bodies on every sort of natural water resource. This one is relevant to anyone maintaining such natural resources as Lindfield Village Pond.

Habitat Action Plan for Sussex

Standing Fresh waters

Habitat Definition

This plan covers all standing fresh waters from ponds of one square metre up to large lakes. Two main categories of standing fresh waters exist in Sussex:

- The smaller water bodies (less than 1ha) include millponds, dewponds and field ponds. Temporary ponds that dry up for part of the year are included in this group, as are garden ponds and ponds in public parks which are now both recognised as valuable refuge habitats for amphibians.
- Larger areas of standing fresh water (over 1ha in size) in Sussex include reservoirs, canals, flooded gravel pits, fishing lakes and hammer ponds. These waters are nutrient rich (eutrophic) and support quite different ecosystems to the much smaller ponds, sustaining large populations of fish and waterfowl. Eutrophic standing waters have been identified as a priority habitat by the UK Biodiversity group (see Tranche 2 Action Plans Vol. II, p31).

This plan covers the open water zone, which may contain submerged, free floating or floating-leaved vegetation, and also water fringe vegetation and adjacent land.

Although ecologically similar, ditches with open water are not included in this plan as the Floodplain Grasslands Habitat Action Plan for Sussex covers them.

For the full report see: <http://www.biodiversitysussex.org/freshwater.htm>

A copy of this report is available in the Lindfield Urban Parish Office

Village Facilities & Attractions

Of those who responded to the questionnaire over 90% considered it very important to retain a wide range of 'everyday' shops and post office facilities in the village centre. Although a small majority considered it to be important to re-establish a post office on the borders of Haywards Heath only 29% considered this to be very important. These facilities will only be retained if they are used by residents and visitors alike. It is therefore important that residents and visitors are aware of what facilities are available and where they are to be found. Nearly half of the respondents felt that there is a need for more off street car parking. If the same question was asked of people coming into Lindfield from outlying areas it may be even higher. These people will only come into the village if there is adequate parking.

Over 90% considered it important to retain Public Toilet facilities in the village centre and over 70% considered it important that Public Toilets should be provided on the common.

The majority of people thought that the facilities at the King Edward Hall were adequate for the current needs of Lindfield. However, these facilities are heavily used and it is difficult for clubs and societies to find a regular time to hold meetings. With an expanding population additional facilities for club activities and events will need to be considered in the longer term.

There were requests for a free Cashpoint facility to be installed in the village. In view of past experience it was considered unlikely that a suitable site or provider offering 24 hour access could be found. Cash withdrawal facilities are available at the Post Office during business hours. Some residents may not be aware of the facilities already available in the village and more publicity is therefore required.

Publicity & Communication

From the questionnaire 60% considered that information of what is going on in Lindfield is 'reasonable'. Many respondents stated that they got information from the Lindfield Times, a relatively new publication, and its continued use as a means of communication should be encouraged. Very few people obtain information from the village website. It is important for this to be kept up to date for residents to rely on getting information from it.

Nearly half the respondents thought that a local information point was needed and nearly a quarter a tourist information point. 60% would also like a local footpath map. There are, of course, Ordnance Survey maps available showing these. 30% would also like a museum/heritage centre. Finding appropriate premises would be difficult (other organisations have failed to find suitable premises) and running costs would be high.

Sport And Leisure

Introduction

Set out below are the reasons for each of the Sport and Leisure Working Group's findings and comments on the suggested actions arising from them. The main sources of information for the Group were:

- the general questionnaire
- a supplementary questionnaire issued at the November 2005 exhibition
- a questionnaire issued to some village organisations
- a meeting with primary school pupils
- discussions facilitated by Streetmate with some of the young people they work with
- the list of local organisations in the Village Diary

Action1. Provide better facilities for younger age groups

How

- ❖ Provide a meeting place for young people
- ❖ Give increased support to Streetmate
- ❖ Provide multi-purpose outdoor all-weather playing surface and/or a skate board area
- ❖ Continue the on-going discussions with local schools and explore what facilities could be utilised
- ❖ Approach local clubs to step-up their profiles particularly to the younger age group
- ❖ Encourage the establishment of a Lindfield youth council

The general questionnaire sought the opinion of residents about the provision of social facilities for different age groups. Of the respondents who had a view about this, the facilities for the younger age groups received much lower ratings than those for the older age groups. For example the facilities for the over 26s were rated twice as highly as those for younger people. The difference was even more marked with regard to those who considered the respective facilities to be poor. As is shown in the responses below over seven times more residents rated the facilities for the 16 to 25s as poor compared with those for the over 60s:

For age group	reasonable or better (%)	poor (%)
Under 16	51	49
16-25	40	60
26-60	86	14
60+	92	8

The nature of the existing provision was considered. The Village Diary was consulted as it provides a valuable, comprehensive and lengthy list of local organisations. Those relating to sporting activities were sent a short questionnaire which revealed that, with the exception of Haywards Heath Ladies Badminton Club, they all made provision for young people.

The Village Diary was also used to examine the non-sporting facilities for young people. Leaving aside youth clubs, the provision consists of two packs of Brownies and one of Guides, a Sea Scout Group and the Boy's Brigade. These organisations although providing a valuable service are all what might be termed "traditional and rather formal". As a result they only appeal to some young people.

In the Village Diary there is a lengthy list of church based clubs for young people. Most, and perhaps all, of these use the opportunity of their meetings to promote in various ways their Christian message. Some young people however do not wish to join a church based youth club; others do not want to join a church based youth club where the Christian message is promoted, however subtly. Within Lindfield, so far as we have been able to ascertain, they do not have the opportunity of making a choice. It is a case of either attending a church based youth club or nothing.

Examination of the list of local organisations in the Village Diary shows that young people are poorly provided for when compared with the long list of organisations catering for the needs of adults.

Despite the limitations on the provision of facilities for young people, for those who are "joiners" there are choices which can be made. For those who are reluctant to join "traditional" or "establishment based" organisations there is no choice to be made. The only organisation which attempts to assist them is Streetmate.

Streetmate is a partnership founded and supported by NCH and Churches Together in Haywards Heath and District. It aims to respond to the needs of young people in the local community aged between 13 and 25 years, encouraging their potential and helping them to live a more rewarding and fulfilling life. It works with and for those young people who have been marginalised by society. It has and does work with young people in Lindfield. Like all such organisations if it is to expand its activities it needs to attract extra funding. Streetmate has helped the Working Group make contact with those young people whose opinions would otherwise not have been heard.

The provision of their own meeting place was the improvement which was most requested by young people themselves when responding to the supplementary questionnaire. Whilst the village as a whole benefits from the King Edward Hall, the various church halls, the Hickmans Lane Sports Pavilion and several sport clubs pavilions, young people only have the Scout Activity Centre. The latter, although a valuable resource, is only of benefit to a limited number of our young people.

The local community is concerned about a perceived increase, in Lindfield terms, in the level of vandalism and anti-social behaviour. Whether the lack of provision for some young people is a contributory cause is a matter for debate. The Working Group however feels that the possible relationship between the two, if only partial, should be acknowledged and responded to.

As part of its Crime Reduction Schemes the Home Office has recognised the importance of young people having a place of their own to congregate and refers to this in its guide on Tackling Youth Vandalism*. The latter makes reference to the provision of Youth Shelters and how many local authorities have found that the cost of building a shelter is more than justified by the amount of money saved through reductions in vandalism.

The Working Group is aware that Youth Shelters are not necessarily successful, for example the future of the one in Haywards Heath has yet to be resolved. What is recommended is that a meeting place for young people is provided and that the young people are directly involved in deciding how this might be achieved and the form that it should take. The possibility of using all or part of an existing building needs to be explored, and if it is found that this is not feasible, the options for a new building investigated.

Nine respondents to the supplementary questionnaire supported the provision of a skate park, five of whom were seventeen or younger. One middle aged respondent however urged that a skate park should not be provided. In response to question 12 of the general questionnaire eight respondents asked for a skate board facility, two asked for an all weather facility including skate boarding and two asked just for a multi purpose all weather playing surface.

The working group are aware that either of these facilities would be expensive. Our preference is for a multi purpose all weather playing surface since this is both more flexible and would be less vulnerable to fashion. However because of the number of requests for a skate park we have linked the provision of both facilities in order to promote a more detailed debate and evaluation of the options.

For the reasons set out above it is considered that the provision of better facilities for younger people should be a priority. However before additional facilities are provided it is important to ensure that the maximum use is being made of what already exists. It is for this reason that we support holding discussions between our local schools and clubs.

Action 2. Access to Sport and Leisure facilities

How

- ❖ Consider the options for making it easier for people with disabilities to be brought to the King Edward Hall by vehicle
- ❖ Promote car sharing and "Lift offer" schemes
- ❖ Promote greater use of Bluebird Community Transport

Twelve percent of respondents to the general questionnaire said that they had difficulty getting access to leisure facilities due to lack of transport. Two organisations responding to our supplementary questionnaire highlighted the difficulties that people with disabilities faced in trying to park outside the King Edward Hall.

It is recognised that it is difficult to improve vehicular access for people with disabilities at the King Edward Hall. Nevertheless the situation could be

improved by making greater use of Bluebird Community Transport, car sharing and providing lifts. The latter two options would be of equal benefit to residents without a disability but lacking transport.

In addition the possibility of designating the one "off road" parking place at the King Edward Hall for people with disabilities, and also reserving a parking space outside for setting them down (as happens for speakers at meetings) should be investigated.

[The percentages quoted above have been calculated after ignoring those respondents to the questionnaire who either did not have an opinion about a specific question, or choose not to express one.]

* Tackling Youth Vandalism – Home Office – January 2006

Action 3. To give local youth a voice through a Lindfield Youth Council

To achieve more effective provision for young people, with their maximum involvement in the planning and execution of all youth initiatives including those listed in the Village Plan, we support the establishment of the Lindfield Youth Council.

Safety & Security

Action 1: To Reduce Ant-Social Behaviour

There is a small but persistent level of anti-social behaviour in Lindfield that is having a disproportionate influence on the quality of life and on the perception of safety and security by the residents of Lindfield. This is clearly indicated by the responses from the Questionnaire summarised as follows:

Q4 Anti-social behaviour with 66 responses was the largest number of written comments with residents concerned about:

- groups of teenagers gathering at a number of places in the village including the children's playgrounds on the Common and in Hickmans Lane.
- Incidents of underage drinking and rowdy behaviour throughout the village and in particular in Backwoods Lane, Denmans Lane & Tollgate car parks, in the field behind Dukes Road & The Wilderness, in the High Street, by the Pond, Pickers Green, Summerhill Lane, Sunte Avenue, at West View and by the cricket pavilion on the Common.

Most of the events were reported as being at night and at the weekend and include shouting, swearing, egg throwing, vandalism,

To reduce Anti-Social Behaviour with 13 responses all relate to the anti-social behaviour of groups of youths within the village. Concerns relate to drinking alcohol, drug taking, litter, loud music, casual vandalism etc and cover a wide area of the village; particular mention was made of the Common and Backwoods Lane

Anti-social behaviour and the Police There has been increase activity by the police through the ASBO initiative. A large proportion of the convictions have arisen outside Lindfield, but the reaction by youth in general not caught up in this campaign appears to have caused a migration of nuisance to other localities, one of which is been Lindfield

Police and Community Support |Officers claim that the mobility of youth makes for difficulty in catching them. But at the same time police wish the public to do the detection by reporting incidents. Clearly this may usually be too late, and in any event it is notoriously difficult for residents to contact the police. Recent announcements by Government in which the 999 service may be superseded by a 'pay as you go' 101 service in which the public has to pay to report a range of crimes rather demonstrates a lack of interest by the police in drugs, drunkenness and antisocial behaviour.

The LAT was seen as one initiative to coordinate effort on anti-social behaviour. Surely better reporting of incidents and publicising them showing where the individuals live, and where they commit their crimes would help to confirm or dispel the assertions that:

- Anti-social behaviour is over stated
- That much insecurity is perceived rather than being real
- That a better understanding is needed of why such behaviour is prevalent

Action 2: To restore & expand Neighbourhood Watch throughout the village.

- Mid Sussex Central Sector Neighbourhood Watch(NHW) is administered by Sussex Police and their Crime Prevention Co-ordinators(CPC) through a series of civilian co-ordinators at Area(Mid Sussex), Village/Parish (Lindfield) and at individual street/road level (20/25 addresses each) where residents have best knowledge of their own locality.
- Latest information available from the Haywards Heath CPC's indicate that approximately 56 individual co-ordinators cover 40 named roads in Lindfield. In excess of 55 named roads do not appear to have Neighbourhood Watch coverage in that there are no co-ordinators nominated or willing to participate in the scheme for these roads. If every household opted to participate in Neighbourhood Watch, many choose not to belong, this would amount to some 1546 residences included and 1474 residences excluded.
- Lindfield does not have nominated Parish Co-ordinator(s) at present and the Area Co-ordinator is unable to maintain direct contact with all the local street co-ordinators in addition to all the other areas within his control. This situation has led to difficult and extended communications with the local NHW and a degree of isolation. It is intended that Lindfield will be divided into 3 or 4 sectors, each with an area co-ordinator to maintain contact between the street and road co-ordinators.
- Questionnaire responses indicated that 67% expressed disinterest in a Lindfield-wide scheme. Much of this disinterest is believed to be the result of low crime levels towards personal property, poor information, a lethargic attitude to local public/Police relations and indifferent support from Sussex Police. However, Neighbourhood Watch is considered by the Parish Councils to be a desirable security feature and a socially cohesive element for the community overall.
- It has proved difficult to obtain a true overview of NHW coverage in Lindfield from Sussex Police and CPC's and this assessment is based on historic and inaccurate data which is taking an inordinately long time to be updated.

How: By action to support the concept of Neighbourhood Watch and establishing wider co-ordination of the scheme in the village

Who: Neighbourhood Watch Organisation (Mid Sussex Central Sector) in co-operation with the Parish Councils and Police

When: Priority A – Progressive (To achieve total street coverage by Neighbourhood Watch)

Action 3: To achieve a uniform standard of lighting throughout the village

516 questionnaires were wholly or partly completed.

To the question: Do you feel unsafe at night?

34% [176] replied only at night

40% [208] replied not at all

To the question: Do you have concerns re safety?

34% [175] replied YES

62% [318] replied NO

Response in the form of comment on lighting

The number of times the same comment appeared is shown after the comment. It must be emphasised that one individual could have made the same comment several times and that the total number of comments is small compared with the number of questionnaires completed.

List of comments

1.	Maintenance of street lights, more regular inspection length of time re fixing	9
2.	Poor street lighting	6
3.	More lights on Backwood's Lane by Common	5
4.	More lights on Common	7
5.	Lack of public lighting in the Welkin, dim lights	1
6.	Poor street lighting on footpath between High Street and the Welkin	1
7.	Poor footpath lighting on Common near tennis courts and cricket pavilion	1
8.	Street lightings – Tennis Court Car Park required	1
9.	Lighting needed on path past children's playground leading to Lewes Road	1
10.	Lighting levels in car parks and some footpaths	1
11.	Entrance from Common to my house via West View and entrance from Gravelye Lane even darker	1
12.	Spring Lane more street lighting	1
	Spring Lane – one more light	1
13.	Lighting on twittens and footpaths	1
14.	Street lamp to illuminate footpath and surrounding far corner of Common leading to twitten beyond tennis court car park	1

- | | | |
|-----|---|----------|
| 15. | Footpaths from the Common to Croxton Lane lighting could be improved for night time users in winter | 1 |
| 16. | Lack of street lighting along the High Street and past Old Place/
Lindfield Place | 1 |
| 17. | Summerhill Lane – street lighting away from traffic
lights very poor | 1 |
| 18. | Improve street lighting in High Street and Black Hill | 1 |

Action 4: Commentary Safety and access to and maintenance of footpaths and pavements

This Action combined the issues affecting pedestrians and also road users and the quality and maintenance of the footpaths throughout the village. Where footpaths are obstructed by overhanging hedges and trees not only are pedestrians put at risk, but also drivers sight lines may be obscured and road signage obstructed.

In response to Q 31 of the general questionnaire featuring issues that adversely affect the quality of life:

- Over half of the respondents complained that footpaths are obstructed by overgrown hedges
- Forty three percent of respondents said that Lindfield can be made safer for pedestrians by "improving the pavements".
- Seven residents in the responses to either Q 4 or 44 complained of the potential danger to pedestrians as a result of vehicles being parked on the pavement or footpath.
- Five residents in responding to the same questions complained about the condition of local pavements.

The responses to all the questions related to Pavements and Footpaths indicated an overall concern about the lack of action in maintaining Pavements and Footpaths so that they are safe to use by young and old alike. It would appear that reporting these problems in the past has not resulted in positive action and clearly this should be investigated as a matter of urgency.

Traffic And Transport

1.1 Introduction

Traffic and transport related issues are the single biggest area of concern for the residents of Lindfield. This is evidenced by their response to the Village Plan Questionnaire, with the traffic section receiving over 1250 'written in' comments expressing specific concerns with many more being included within the generic questions and additional comments sections. Furthermore the core traffic questions received a very low level of 'no responses.'

The Village Plan Questionnaire Responses provided excellent data from which the Traffic and Transport Working Group were confidently able to identify the main areas of concern. This enabled an integrated package of Action Points to be developed that should provide tangible benefits, particularly in the area of road safety, while maintaining the unique character of Lindfield.

1.2 Questionnaire and Responses

The primary Traffic and Transport questions within the Village Plan Questionnaire were Questions 37 to 41 inclusive. These questions were focussed to obtain the views of drivers, cyclists, pedestrians and users of public transport. The questions compound structure was designed to obtain both a quantitative and qualitative assessment. The quantitative element presented a list of issues that the Working Group identified as potential areas of concern. These concerns were identified through local knowledge and reference to sources such as the Lindfield L.A.T. Road Safety Survey, the Frank Graham Report, and the Central Mid Sussex Area Transport Plan. Respondents were asked to identify the issues that were of most concern.

Qualitative information on the specific concerns was sought by requesting the respondents to state the single most specific change they would like to see made to address their concern. This input being obtained through 'written in' responses of which over 1250 were received for the 5 questions. Additionally respondents also provided views on traffic and transport in their answers to other sections of the Questionnaire. These additional responses were taken into account but were predominantly a repetition of concerns expressed within Questions 37 – 41.

The Exhibition in November 2005 also provided the opportunity for residents to offer written comments on traffic matters and issues raised within the presentation. A transcript of these responses is available on request.

1.3 Quantitative Assessment.

A breakdown of these responses for each Question can be viewed in the Questionnaire Response Summary of the Commentary. The cumulative responses by drivers, pedestrians and cyclists identified the following to be the major areas of concern:

- Reduction in excessive speed
- Inconsiderate and illegal parking
- Restricting large vehicles
- Improving bottlenecks
- Controlling rat runs, i.e. residential roads used as short cuts by through traffic.
- Road crossing facilities for pedestrians

It was these major issues that provided the framework for the development of Action Points. Regard was also given to those lower scoring issues particularly where there was a strong road safety element, e.g. sight lines and road signage. There was a strong demand for an increase in off street parking but this desired improvement was not similarly followed through with 'written in'

comments offering practical solutions. Additionally, the specific needs of public transport usage and cyclists were separately addressed.

1.4 Qualitative Responses

The 'written in' responses to each question were analysed to identify the specific changes that were most sought. The most mentioned issues together with other issues that the Working Group considered as warranting further attention, particularly those relating to road safety, were identified. These key issues are listed for each question in Appendix A, together with the quantitative responses. A full transcript of all comments is available at the Lindfield Parish Council office.

1.5 Issues not identified for further consideration

In analysing the concerns identified, a number of comments were not taken forward for further consideration. Such decisions being made on a range of grounds with examples being:

- Comment was of a general nature that basically repeated the quantitative element.
- Comment was poorly defined.
- Other respondents did not identify the issue as a problem.
- Suggestion was not realistic, feasible or posed a considerable threat to the environment.
- Solution was excessive in relation to the level of traffic problems experienced in Lindfield.
- Solution provided individual or minority benefit, i.e. not beneficial to the wider community.
- The solution did not appear sustainable in terms of cost/benefit.

Nevertheless every comment was considered and the underlying concern noted. In many instances it was felt able to address the issue to some extent within the range of Action Points that were being developed.

1.6 Consolidation of Concerns into Topics

As can be seen from Appendix A, a considerable number of the traffic concerns were common to drivers, pedestrians, cyclists and residents in general. In consequence the issues were consolidated into topics, see Appendix B, for detailed review.

Each concern was assessed and a decision made on whether it should be taken forward and addressed as an Action Point. The list in Appendix B, is annotated with a brief comment summarising the review decision for each point.

2.1 Development of Action Points

The issues selected for inclusion within the Traffic & Transport plans, as annotated in Appendix B, were refined and aligned to Action Points that seek to address the major concerns identified. The resultant Action Points being:

1. To improve the Lewes Road/High Street Junction
2. To implement traffic management/calming measures
3. To reduce pedestrian – vehicle conflict
4. To monitor the performance and effect of parking enforcement
5. To investigate feasibility of introducing a 20 mph speed limit and Heavy Goods Vehicle in Lindfield.
6. To reduce school run traffic through the effective implementation and promotion of school travel plans
7. To lobby bus operators to provide enhanced services
8. To encourage cycling for short journeys

Each Action Points is supported by specific actions aimed at delivering the required improvement.

2.2 An Overview of the Action Points.

Traffic volumes will inevitably increase and we cannot reverse this trend. However action can be taken to manage how traffic flows through our village. The Action Points seek to protect and improve the relatively good road safety record of Lindfield against current and future volumes. Many of the identified traffic concerns stem from a lack of consideration and excessive speed that can be addressed by a range of engineering measures that create awareness and encourage self-enforcement. The Action Points aim to provide an integrated package of improvements that should have tangible benefits for road safety and the environment whilst maintaining the uniqueness of the our village.

It should be stressed that the Action Points are a representation of the issues raised by respondents and accordingly may not address all the issues nor find favour with all residents. Furthermore it is appreciated that the package has considerable cost implications and that expert investigations and guidance is essential in determining the most appropriate solutions

The Action Plans also seek to support wider initiatives that encourage a move away from car usage towards more sustainable travel such as walking, cycling and public transport. Public transport in the Lindfield area is under used and appears to offer considerable scope for improvements and this is recognised within the plans.

The suggested implementation timescale is shown in the first column and these can be further refined with the following Action Points being identified as the priority issues or 'big burners' – 1.1, 2.1, 2.2, 3.1, 3.2, 4.1 & 7.1, i.e. the Action Points addressing the specific points [or locations] of greatest concern and thus requiring foremost attention.

2.3 Summary of Traffic Action Points.

A detailed explanation of the Action Points is provided in 2.5, but the following is an overview of the proposed traffic measures by location:

West Common, High Street, B2028

Improved signage, vehicle activated warning signs and coloured surface treatment on approach to the mini roundabout [2.3]

Mini roundabout at Lewes Road junction [1.1]

Pedestrian crossing points at lower High Street and central High Street – below Alma Road [3.3]

Calming measures at northern gateway to Lindfield [2.5] and a 40 mph speed limit from Hollyood House to the gateway. [2.4].

Summerhill Lane, Portsmouth Lane, High Beeches, C310

Pedestrian crossing point in Summerhill Lane, near school [3.3]. Calming measures on Portsmouth Lane & High Beeches [2.5]

Lewes Road, B2111

Mini roundabout at junction with High Street [1.1] and raised kerb/pavement by Post Office. [3.1].

Vehicle activated sign on eastern approach to Gravelye Lane junction. [2.5]

Pedestrian crossing point on Lewes Road near Old School Court and/or Noahs Ark Lane [3.3]

Gravelye Lane

Create a Lindfield gateway with give way calming or install a vehicle activated warning sign [2.6]

Pedestrian island refuge in Westlands Road at junction with Gravelye Lane [3.4].

Eastern Road, Luxford Road, Newton Road, Dukes Road and Brushes Lane cut through route.

Raised surface treatment at Eastern Road and Brushes Lane entry points [2.2]
Calming measures along the route [2.2].

Hickmans Lane and Sunte Avenue cut through routes

Raised surface treatment at Hickmans Lane and Sunte Avenue entry points [2.1]
Calming measures along the route [2.1], with complimentary measures on Finches Park Road & By Sunte if necessary. Surface treatment to provide 'protected' pedestrian space at eastern end of Hickmans Lane to junction with the High Street [3.2].

2.4 Implementation Timescale and Delivery Responsibilities.

The suggested implementation timescale is shown for each action as follows:

- A. Immediate.
- B. Short to medium term [1 – 3 year] objectives that are on dependant scheduling funds.
- C. Medium to long-term strategic objectives.

Also shown are the suggested responsibilities for delivery.

2.5 The Action Points

The background to each Action Point is given together with the supporting action is given below.

1.0 TO IMPROVE THE LEWES ROAD/HIGH STREET JUNCTION

This junction received the highest number of 'written in' responses relating to traffic in the Village Plan Questionnaire and supplementary Exhibition feedback. In fact it probably was the most identified concern overall. Consequently it was felt appropriate to treat this issue as a specific Action Point.

The Lewes Road junction with the High Street is the central hub of the village. Collectively the three arms carry the highest volume of traffic in Lindfield and thus have the highest turning count. Problems with this junction were identified over ten years ago and minor adjustments were made approximately six years ago but they failed to resolve the underlying problems. However these were designed to facilitate the subsequent introduction of a mini roundabout without the need for further work to the road layout. The required 'build outs' and pedestrian refuge are in place.

Although the junction does not have a significantly adverse safety record it is regarded by many residents as being a hazardous junction for those wishing to turn right from Lewes Road due to poor visibility to the south and turning conflict with right turning traffic from Haywards Heath direction on the B2028. This causes many to either journey via the safer route offered by the Luxford Road cut through or avoid the conflict by turning left at the junction and continuing via the southern section of Hickmans Lane.

In addition to the safety aspect of the junction, the narrowness of the Lewes Road approach and difficulties in turning right across the prevailing north & south traffic flows on the B2028 create capacity problems. This results in significant queuing and further encourages drivers to divert through Eastern Road/ Luxford Road/Newton Road/Dukes Road with many then continuing via Hickmans Lane & Sunte Avenue, i.e. to deviate from the National Road Network.

A junction improvement could possibly draw more traffic to use Lewes Road as the preferred route to their destination, but it is recommended that the measures identified in the Action Points 2 & 3, that relate to the eastern approach and Lewes Road area, should be implemented prior to or in conjunction with the roundabout. This would provide a counter balance to any increased attractiveness of the route.

1.1 To install a mini roundabout

Timescale/Priority: A

Delivery: LPC,WSCC

In addition to addressing the inherent road safety issues and capacity problems at this junction, the mini roundabout would be an effective calming measure.

Southbound traffic on the B2028 would be calmed on the approach to the pedestrian refuge and subsequently for entry into the King Edward Hall/Pond area.

Northbound traffic on the B2028 would be calmed prior to the pedestrian refuge and for entry into the main shopping area of Lindfield.

WSCC Highways management have previously indicated that visibility is adequate for a mini roundabout at this junction.

Concern has been voiced that the roundabout would be close to a popular crossing point, and could be dangerous for pedestrians. It should be noted that a pedestrian crossing point within 6 metres of a mini roundabout in West Street, East Grinstead has existed for many years without problem.

Consultants should be engaged to confirm feasibility and produce an engineering design, as a precursor to the scheduling, funding and implementation of a mini roundabout.

2.0 TO IMPLEMENT TRAFFIC MANAGEMENT/CALMING MEASURES

The issues of greatest common interest related to traffic management and calming particularly 'the reduction in excessive speed' and the 'controlling of rat runs.'

Whilst controlling traffic flow is important, it is excessive speed that is at the core of the majority of road safety issues facing Lindfield today. As identified from the responses this is both speed in excess of the prevailing speed limit and speed that is excessive to the conditions, e.g. a residential road. The controlling of 'cut through' drivers that choose to use residential roads rather than follow the main road network is a priority as often such drivers have little regard for the safety of residents and other road users on 'their' route. Much of this traffic is extraneous to Lindfield.

Little can be done to reduce traffic passing through Lindfield, but measures should be taken to influence how it flows through Lindfield. The measures below seek to achieve this objective and provide tangible benefits in respect of road safety and pollution. Speed impacts on the quality of life as it creates noise and vibrations for residents.

Ultimately, speeding is an attitude problem that can only be resolved by self-enforcement. To encourage driver awareness and encourage self-enforcement a range of engineering measures need to be applied. However many respondents whilst supporting calming were not in favour of speed humps.

The problems underlying the concerns within 2.1 and 2.2 below were identified by consultants ten years ago and remain un-addressed. During that time the problem has worsened and hence are now regarded as a matter of major concern.

The other main traffic management issue related to road junctions. There was considerable disquiet regarding the Hickmans Lane/High Street junction. However the Working Group felt that the main problem at this junction related to impaired sight lines caused by vehicles illegally parked within the High Street restricted area. Consequently this should be address in the first instance within LAPE enforcement [Action Point 4] before further action is contemplated.

2.1 Introduce measures to reduce speed and reduce through traffic in Hickmans Lane & Sunte Avenue with complementary measures in Finches Park Road & By Sunte if necessary.

Timescale/Priority: B

Delivery: LPC,WSCC

Many references were made to this well-known and long- standing problem.

Hickmans Lane and Sunte Avenue provide an attractive cut through route and absence of any calming measures encourages drivers to deviate from the National Road network. The roads have effectively become a village bypass and the major route to western Haywards Heath and Junction 10a M23, Gatwick, Crawley, etc. It is a 24-hour route not just a peak period 'rat run'.

Speeds considerably in excess of the 30 mph limit are commonplace with little regard being given to the numerous hazards that exist.

An urgent investigation should be undertaken to identify appropriate speed management measures that encourage drivers to self enforce the speed limit and discourage through traffic. The following measures are suggested.

To create driver awareness that a residential area is being entered raised block-paving tables should be installed at the junctions of Hickmans Lane/High Street [also see 3.2] and at he western end of Sunte Avenue. Consideration should also be given to the West Common end of Hickmans Lane.

'Give way' calming [horizontal deflections] to physically slow traffic and vehicle activated signs or speed indicator devices installed to encourage self-enforcement by drivers should be introduced along this cut through route.

Consideration would need to be given to complementary measures for Finches Park Road & By Sunte. This is already a recognised cut through and measures in Sunte Avenue could make this a more attractive route.

2.2 Initiate actions to reduce through traffic in Eastern Road, Luxford Road, Newton Road, Dukes Road & Brushes Lane.

Timescale/Priority: B

Delivery: LPC,WSCC

As with 2.1 this is a well-known and long-standing problem that has long been ignored and consequently was the subject of much concern.

The problems in 2.1 and 2.2 are connected as all the roads form part of a well recognised and much used cut through route. Additionally this route is attractive for B2111 traffic heading north on the B2028, but more importantly it is regarded as a bypass for the Lewes Road/High Street junction. This route is also subject to 24 hour through traffic although volumes are heaviest at peak times.

No traffic management measures have been applied to this route. The problem is perceived to relate more to volumes although speeds can be excessive for the conditions.

To discourage through traffic, appropriate traffic management measures should be investigated and introduced along this cut through route, particularly if the Lewes Road/High Street junction improvement is not undertaken [or to supplement it]

To create driver awareness that a residential area is being entered raised block-paving tables should be installed at the junctions of Eastern Road/Lewes Road and Brushes Lane/High Street or at the start of Dukes Road.

A simple but possibly contentious solution would be to close Newton Road near its junction with Dukes Road. This would only be viable if accompanied with the Lewes Road/High Street junction improvement as in 1.1 above.

2.3 Implement enhanced measures to increase driver awareness of the West Common/Appledore Gardens mini roundabout and investigate speed reduction measures for West Common.

Timescale/Priority: A

Delivery: WSCC, LPC

Considerable disquiet was expressed regarding the layout and visibility of this mini roundabout. Some remedial work was undertaken to address an adverse safety record. However there is a view that this work did not fully resolve all the issues.

The main concern appears to focus on visibility of the roundabout for northbound drivers on the B2028. It is not visible until after cresting the slight rise. The signs are buried in the hedgerow and do not have the benefit of the yellow high visibility background that is afforded to the southbound signs.

Similarly the northbound carriageway does not have the benefit of coloured surface treatment, as applied to the southbound carriageway as part of the remedial work.

Approach speeds to the roundabout and on West Common generally are a matter of concern.

To increase northbound driver awareness that a mini roundabout is being approached provide enhanced signage [e.g. apply yellow background to signs], install a vehicle activated warning sign[s] and apply coloured surface treatment to the carriageway.

Investigate if further speed reduction measures are needed and if so identify the appropriate measures and positioning. Also see 2.5

2.4 Introduce 40 mph speed limit on the B2028 northern approach from Hollyrod House to Lindfield gateway.

Timescale/Priority: B

Delivery: LRPC, WSCC

This action address two areas of concern, [i] the excessive speed on this section of road, which has many adverse features and is prone to accidents, [ii] speed on Town Hill and in the upper High Street.

Currently traffic travelling on this road that is subject to the National Speed Limit is confronted with a change to a 30 mph limit in a rural environment.

The introduction of a 40 mph limit would serve to calm on the fast downhill section of the B2028, in preparation for the hazards between Hollyrod and the village gateway.

A 40 mph limit would also prepare drivers for the 30 mph limit and encourage self-enforcement at an earlier point. It would also support the introduction of enhanced calming measures at the village gateway, see 2.5 below.

2.5 Implement effective calming measures at or inside the key gateways into Lindfield.

Timescale/Priority: B

Delivery: LPC, LRPC, WSCC

In addition to the speed problems identified in 2.1 and 2.2, much comment was made regarding the need to reduce speed on the Lindfield gateway routes, i.e. Lewes Road, Gravelye Lane, the B2028 and High Beeches – Summerhill Lane [C310]

Evidence indicates that there is not strong adherence to the speed limits along these routes.

To reduce speeds of vehicles entering Lindfield and encourage continuing self-enforcement of speed limits along these routes effective calming measures such as give way calming by horizontal deflection, vehicle activated signs, together with enhanced road sign & markings should be investigated.

Such measures also serve to reinforce the message to drivers that they are in or approaching an urban environment.

In respect of each route the suggested measures are:

- The B2028 northern approach, in addition to the benefit arising from the introduction of the proposed 40 mph limit as in 2.4, implement enhanced road signage, markings and surface treatment at the gateway and on Town Hill.
- The eastern approach on the B2111, install vehicle activated sign near the Gravelye Lane junction and enhanced signage and road markings as proposed in the Route Speed Management review conducted by the Project Centre on behalf of WSCC. Consideration should also be given to a horizontal deflection at some point on this route, see 3.3. Additionally the benefits to be derived from installing a mini roundabout, primarily as a calming measure, at the Gravelye Lane junction should be assessed.
- On the Gravelye Lane, east of the William Allen Lane junction implement 'give way' calming, giving priority to outbound traffic, or install vehicle activated sign warning of the junction [William Allan Lane has impaired exit visibility]
- The approach from the C310, apply rumble strip treatment on High Beeches and Portsmouth Lane on southbound approach to By Sunte.
- On West Common implement the proposals in 2.3 above, together with additional speed management measures as appropriate.

3.0 TO REDUCE PEDESTRIAN – VEHICLE CONFLICT

This was an area of considerable importance to pedestrians. The main concerns focused on problems associated with crossing the main roads in Lindfield and those areas where pedestrians and vehicles were competing for space. Regarding the latter the locations most criticised were the stretch of pavement in Lewes Road adjacent to the Post Office and Hickmans Lane near the High Street, which is without pavement.

Regarding pedestrian crossing facilities, the demands were wide spread and featured a wish for signal-controlled crossings. The Working Group focused there attention on those points that appeared to have strong 'desire lines.'

3.1 Build up kerb and pavement at entrance to Lewes Road to discourage vehicle overrun.

Timescale/Priority: B

Delivery: LPC, WSCC

This is a problem that was much mentioned.

The pavement is narrow and level with the road surface.

Pedestrians require the full width of this narrow pavement that is bounded by brick walling on the non-road side.

Traffic waiting to exit Lewes Road constantly queues back

several vehicle lengths. If there is other than a small vehicle either queuing or turning in from the High Street, the incoming vehicle from the High Street overruns the kerb and pavement, placing pedestrians at risk.

Even without the presence of a medium/large vehicle, drivers run against or on the kerb and are within inches of pedestrians – often mothers with children and pushchairs

Drivers are reluctant to either give pedestrians an adequate margin or wait for an opportunity to proceed.

The kerb on the Post Office side requires raising, to a height of say 18 cms, with the pavement height being correspondingly adjusted, from the junction entrance to Masters entrance.

- 3.2 Provide surface treatment and associated measures to protect pedestrian space at eastern end of Hickmans Lane to High Street.

As with 3.1 above, this was a frequently mentioned pedestrian concern.

There is no pavement for the first circa 36 metres of Hickmans Lane westward from its junction with the High Street.

The roadway is insufficient for two cars and a pedestrian to pass. Invariably the drivers regard this shared space as their right of way and expect free passage to the detriment of pedestrians, who are forced against the brick wall.

Pedestrians are provided with a 'protected space' circa 1.25 metres wide and marked with a single white line. Even when visible it is generally disregarded by drivers – it is difficult to see at night, in poor light or in rain.

The pedestrians 'protected space' should have a clearer demarcation by surface treatment [inset block paving or coloured surface] and the double yellow lines moved to the offside of the 'protected space.' This should improve visibility of the protected space and encourage drivers to respect the pedestrians' presence and passage in this shared space.

Also see Action 2.1 above and install raised block treatment across junction entrance to heighten driver awareness

- 3.3 Provide appropriate pedestrian crossing points, in central High Street [below Alma Road], lower High Street [near Pondcroft Road], Lewes Road [east of Old

There was very strong demand for pedestrian crossing facilities at a number of points. The points listed were those identified by the Working Group as warranting attention having regard to perceived needs and volumes.

School Court and/or near Noah's Ark Lane] and Summerhill Lane [near school].

Timescale/Priority: B

Delivery: LPC, WSCC

However the most requested facility was for a 'pedestrian crossing' between Somerfield and the Post Office. A pedestrian refuge currently serves this crossing point. Further action is not being put forward at this time, as any enhancement would need to be taken in conjunction with the mini roundabout as in 1.1 above.

An issue that needed to be address is that at many of the desired points the roads are not suitable for pedestrian refuges and the installation of signal-controlled crossings was not seen as an attractive solution nor meeting the volume criteria. A possible viable option identified, was 'build outs'. These have the dual benefits at some locations of reducing the exposure to time at risk by narrowing the crossing and providing traffic calming.

Each crossing point would need to be fully assessed to identify viability and the most appropriate solution.

High Street [near newsagents] – A build out immediately south of Alma Road would remove parking from a restricted area, whilst a build out on the opposite side [to align with existing access point and parking line] would remove conflict with parked cars and obscured sight lines.

Lower High Street [near Pondcroft] – a build out would reduce road width and avoid conflict with parked cars. It is too narrow for a central refuge. This should become the school crossing patrol point.

Lewes Road – A build out on the Common side, east of Old School Court and/or near Noahs Ark Lane would provide traffic calming through horizontal deflection and provided a narrower crossing. There is a school crossing patrol point adjacent Old School Court. It is too narrow for a central refuge. House driveways would need to be taken into consideration when assessing location.

Summerhill Lane – The build outs would provide calming of traffic speed through horizontal deflection and narrow the crossing. It is accepted that limited visibility caused by brow of the hill, together with the junction and house driveways may compromise this solution.

3.4 Provide pedestrian island refuge in Westlands Road at junction with Gravelye Lane.

Timescale/Priority: B

Delivery: LRPC, WSCC

Concern was expressed regarding vehicle speeds on Gravelye Lane. This was further cited as causing problems for pedestrians seeking to cross Westlands Road at its junction with Gravelye Lane.

The junction is wide facilitating high turning speeds from Gravelye Lane.

Vision for pedestrians crossing from the Northlands direction of fast moving traffic from that direction is not good.

It is possible for pedestrians to be marooned mid junction.

A pedestrian refuge would as serve to reduce turning speeds and reduce vehicle-turning conflicts.

Scope also exists to tighten the kerb radius if deemed beneficial.

4.0 TO MONITOR THE PERFORMANCE AND EFFECT OF PARKING ENFORCEMENT

Parking provision and enforcement of parking restrictions were emotive and much supported issues. There were many calls for increased off street parking and additional on street restrictions with rigid enforcement. The latter provided a degree of conflict between the desire for additional/enforced parking restrictions with a desire to ease minor congestion and a strong demand for reduced traffic speed. In principle the Working Group was reluctant to put forward actions that reduced the calming effect created by parked cars. However this reluctance does not extend to cars illegally parked in locations that result in impaired sight lines at junctions. Such restrictions should be vigorously enforced.

The recently introduction of Local Authority Parking Enforcement has had a beneficial effect in the High Street for on street parking. It is important that this improvement is continued. Not only has the availability of parking improved but more importantly parking in restricted areas close to junctions has been largely removed – this is particularly beneficial for road safety at the Hickmans Lane junction with the High Street [a junction much commented upon].

4.1 Assess and pursue effective Local Authority Parking Enforcement. Monitoring should be undertaken by the Parish Council as to the level of enforcement provided by MSDC.

Timescale/Priority: A

Similarly the effectiveness of the enforcement should be regularly assessed.

Delivery: LPC, MSDC

Representations to MSDC should be made if Lindfield is not receiving adequate LAPE representation or it is ineffective.

Regular dialogue should taken place between LPC and MSDC to identify 'hot spots' that need specific attention, e.g. parking in restricted areas near junctions on the High Street that impairs sight lines or pavement parking.

4.2 Review impact and assess further parking measures and provision required.

The Parish Council should regularly monitor the impact of LAPE on residents, traders and those wishing to park in Lindfield.

Timescale/Priority: A

Particular regard should be given to the situation prevailing in roads close to the High Street, e.g. Compton Road, Chaloner Road, Newton Road, Denmans Lane, etc. Residents felt the roads were increasingly being used for long-term parking.

Delivery: LPC, MSDC

The scope for parking permits to be made available for residents of the High Street and above mentioned roads

should be investigated.

The adequacy of off street parking should also be assessed consequent to LAPE, scope for providing extra parking should be investigated. The availability of long-term parking, i.e. all day for workers, should also be reviewed.

There appears to be a demand for the permitted period for parking in the High Street to be increased from 30 minutes to, say, one or two hours with a corresponding non return period.

Some comment has been made regarding the permanent use of pavements for parking, e.g. in the Appledore Gardens/Pelham Road area, the extent of this problem within Lindfield needs to be investigated and scope for improvements assessed.

5.0 TO INVESTIGATE FEASIBILITY OF INTRODUCING A 20 MPH SPEED LIMIT AND HEAVY GOODS VEHICLE SRESTRICTIONS IN LINDFIELD

These two issues are regarded as long-term strategic issues and it is acknowledged that they may not be easy to fully implement. However the degree of concern necessitates that such issues are included for investigation.

It is appreciated that a 20 mph limit needs to be supported by measures that promote self-enforcement and any engineering measures implemented within Lindfield should be directed towards this end.

Similarly there were many requests for the banning of heavy goods vehicles. The Central Mid Sussex Area Transport Plan states 'We want to divert unnecessary heavy lorries and buses in villages onto more appropriate routes'. This is an objective, judging by the responses to the Village Plan Questionnaire, that residents of Lindfield would support. The measures would enhance the village environment.

- 5.1 Investigate feasibility of introducing a 20 mph zone within the five entry points to Lindfield village, and as a minimum by schools.

Timescale/Priority: B

Delivery: LPC, WSCC

A preliminary investigation should be undertaken to assess feasibility and identify extent of engineering measures required to support a lowering of the speed limit.

- 5.2 Investigate HGV 'access only' restrictions for Hickmans Lane & Sunte Avenue, Lewes Road and High Street.

Timescale/Priority: B

Delivery: LPC, WSCC

A preliminary investigation should be undertaken to assess feasibility of introducing HGV restriction on all [or some] of the roads.

These roads were identified as effectively precluding north/south and east/west travel through the centre of Lindfield.

6.0 TO REDUCE SCHOOL RUN TRAFFIC THROUGH THE EFFECTIVE IMPLEMENTATION AND PROMOTION OF SCHOOL TRAVEL PLANS

Concern was expressed about the ever increasing volume of traffic in or passing through Lindfield. Scope to reduce traffic is very limited therefore any initiatives that have the potential to reduce local traffic are beneficial and should be supported.

One specific area of concern related to school traffic. The journey to and from school is recognised as having an impact on the local community. It causes congestion around schools and contributes to the high volume of traffic especially, in the peak morning period. School traffic is an issue that can and should be managed within the community.

School Travel Plans need active participation if they are to deliver sustainable benefits.

The Action Points within this Plan are aimed at creating safer roads in Lindfield that should, in the long term, encourage travel other than by car.

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| 6.1 Encourage active parent participation in the delivery of the Lindfield Primary, Blackthorns and Oathall school travel plans together with support for the 'Safer Routes to School' initiative. | School travel plans have been or are in the process of being implemented. |
| Timescale/Priority: A | The effectiveness and benefits gained should be studied to identify actions that can be taken to encourage wider participation. |
| Delivery: LPC, Schools, WSCC | Identify if any additional road safety measures need to be investigated and implemented to support the School Travel Plans within the context of the W.S.C.C. 'Safer Routes to Schools' initiative. |

7.0 TO LOBBY BUS OPERATORS TO PROVIDE ENHANCED SERVICES

The bus service currently provided was generally not highly regarded and under used. It was evident from the responses that there would need to be a significant improvement in service and routes to encourage people to switch from car to bus travel. If passenger numbers are not increased services could be at risk.

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| 7.1 Provision of route information and timetables at bus stops. | This was an area of major criticism. There is either none or very limited route information or timetables provided at bus stops, particularly relating to Countryliner buses [previously RDH]. Non-regular users do not use the buses because they have no easy and quick way of ascertaining route and times. |
| Timescale/Priority: A | Concise route and timetable information, in an easy to understand and durable format, should be displayed at all bus stops by all operators. This is considered a priority. |
| Delivery: Bus Op. LPC, WSCC | It was felt that bus stop information should also be supplemented by timetables published in the Lindfield Times and on the internet, particularly Countryliner. |
| 7.2 Improved routes and service hours. | The routing of Countryliner buses is circuitous and varies according to time. The journey times are lengthy and not |

Timescale/Priority: B

Delivery: LPC, LRPC, Bus Op. & WSCC

conducive to travel. Service hours are limited. Day long direct services to Hayward's Heath station/Sainsburys are required plus an evening service from the station

A revision to Contryliner routes would be beneficial.

An enhanced direct service to Princess Royal Hospital was requested, together with improved services to neighbouring town and Brighton.

Discussions with bus operators should be instigated to identify scope for improvements.

7.3 Investigate innovative solutions to increase bus usage. Entry access onto many buses is poor for passengers with disabilities or pushchairs.

Timescale/Priority: B

Delivery: LPC, LRPC, Bus Op. & WSCC.

To encourage usage consideration could be given to ticketing arrangements and fare structures. Similarly a demand responsive service or other service arrangements should be investigated.

Scope for innovative solutions to all aspects of service provision should explored the to asses whether improvements are achievable.

8.0 TO ENCOURAGE CYCLING FOR SHORT JOURNEYS

The encouragement of cycling to reduce traffic and the provision of safe cycle routes features strongly in both the West Sussex Transport Plan and the Central Mid Sussex Area Transport Plan. The concerns expressed in the Village Plan Questionnaire regarding traffic volumes demand support is given to all initiatives that could serve to ameliorate future traffic growth. Consequently the scope for including the Lindfield area, in any network of cycle routes that may be developed, should be investigated and pursued.

8.1 Provide lockable bike parking in central Lindfield and on the Common. To encourage the use of cycles for short journeys in Lindfield there was an identified need to provide parking frames to enable cycles to be secure when left.

Timescale/Priority: A

Delivery: LPC, MSDC

The needs of shoppers and those using the Common should be meet by the provision of cycle parking frames within existing car parks.

8.2 Actively support West Sussex and Central Mid Sussex Area transport plans for safe cycle routes and promote the inclusion of the Lindfield area in any network. Many cyclists requested the provision of cycle lanes and routes primarily to central & western Haywards Heath and for access to the countryside respectively.

Timescale/Priority: B

Delivery: LPC, WSCC

The Parish Councils should actively support the plans and pursue the inclusion of the Lindfield area in any network, both within an urban context and as a gateway to the High Weald AONB

APPENDIX A: KEY ISSUES BY QUESTION

Question 37 – The issues that are of most concern to you and or your family as motorists on how traffic flow can be better managed in Lindfield

[a] Identifying and improving bottlenecks [275 - 21%]

High Street/Lewis Road junction improvement/mini roundabout
High Street/Hickmans Lane junction
West Common/Appledore Garden mini roundabout – improve warning signage
Redesign certain mini roundabouts
One way traffic in Compton Road area

[b] Increase to off street parking [245 – 18%]

More off street parking for High Street and long-term parking
More disabled parking spaces
Improve signs to Church car park
Extend car parks on the Common, e.g. bowling green

[c] Car parking restrictions [179 – 14%]

Current restrictions should be enforced, particularly in the High Street especially, outside of the Red Lion, and at road junctions, i.e. High Street/Hickmans Lane. Denmans Lane also to a lesser extent Lewes Road near flower shop
Parking on pavements generally and specifically in the Pelham Road/Appledore Gardens area.
Resident only parking permits in roads close to High Street
Restrict parking in Sunte Avenue near the Witch
Restrict parking to one side of the road in Pelham Road, Appledore Gardens, Compton Road, High Street and Lewes Road.
Restrict parking in High Street outside KEH & by pond

[d] Controlling rat-runs [262 – 20%]

Luxford Road/Dukes Road.
Hickmans Lane/Sunte Avenue
Finches Park Road/By Sunte [a secondary rat run]
Backwoods Lane/Appledore Gardens

[e] Imposing/controlling large vehicle restrictions [341 – 26%]

Village generally but particularly in High Street and at entrances to Lewes Road and Hickmans Lane from High Street
HGV weight ban – 20t – and relevant road signage at West Common, Sunte Ave, Lewes Road, B2028 north & south of village

[f] Other issues identified

Reduce traffic speed and/or introduce traffic calming measures:
Hickmans Lane, Lewes Road, West Common, Gravelye Lane, Sunte Avenue, Summerhill Lane–High Beeches [C310] and northern entry to Lindfield [2028]

20mph limit in residential area.

Control traffic routing by better distance signing
Mini roundabout at Lewes Road/Gravelye Lane junction
Reduce school run traffic – school transport plans

Question 38 – The issues that are of most concern to you and your family as motorists regarding changes you would like to see implemented to improve road safety.

[a] Reduction in excessive speed [381 – 35%]

Reduce speed and/or traffic calming measures: Hickmans Lane, Lewes Road, Sunte Avenue, West Common, Gravelye Lane, Finches Gardens, By Sunte and Summerhill Lane – High Beeches [C310]
Enforce speed limits
20 mph limit in residential areas
20 mph limit near schools
Extend speed limit to northern approach to village on B2028 – up to Hollyrood House

[b] Clearer road signage [91 – 8%]

West Common/Appledore Gardens mini roundabout
Install illuminated warning/speed signs

[c] Reduction in inconsiderate/selfish parking [380 – 35%]

High Street, east side particularly near Red Lion
In bus stops and bus lay-bys.
Near road junctions
Parking on pavements [or where no pavements forcing pedestrians into road]

[d] Attention given to poor sight lines [223 – 20%]

Lewes Road/High Street poor visibility for traffic turning right onto B2028
Hickmans Lane/High Street junction visibility badly restricted by parking in restricted area.
West Common/Appledore Gardens mini roundabout.

[e] Other issues identified

Provide pedestrian controlled crossings or central refuges in High Street – near All Saints, near Red Lion, by Post Office, near King Edward Hall/Pondcroft and in Lewes Road.
Reduce rat running – routes as previous.
Pedestrian access to Hickmans Lane from High Street – narrow and without pavement.

Question 39 – The issues that are of most concern to you and your family on how Lindfield can be made safer for pedestrians

[a] Improve and better maintained pavements [223 – 19%]

Maintain pavements and cut back overhanging growth
Provide pavements where none exist, particularly in Hickmans Lane on entry from High Street. C310 and from High Street to Spring Lane also mentioned
Issue with absence of pavement and parking in Denmans Lane

Remove pavement parking – Appledore Gardens/Pelham Road
Parking on pavements
Widen pavements - Summerhill Lane
Widen pavements – West Common
Narrow pavement with low kerb at Lewes Road/High Street junction

[b] Provision of road crossing facilities [237 – 20%]

Pedestrian controlled crossing in High Street by Lewes Road junction.
Pedestrian controlled crossing in High Street near King Edward Hall and Pondcroft
Pedestrian controlled crossing or central refuge in Lewes Road east of Old School Court [also by Flower shop]
Pedestrian controlled crossing at the top of the High Street

Pedestrian controlled crossing in High Street near Red Lion.
Pedestrian controlled crossings on C310 – Summerhill Lane/Portsmouth Lane
Pedestrian controlled crossing in Appledore Gardens near roundabout
Pedestrian crossing or refuge at Westlands Road/Gravelye Lane junction

[c] Reduction in traffic speed [371 – 31%]

Reduce traffic speed and enforce speed limit.
Introduce 20 mph limit in village
Reduce speeds in High Street, Hickmans Lane, Eastern Road, and Summerhill Lane

[d] Clearer pedestrian sight lines [152 – 12%]

No specific comments but general comments about cutting back hedges

[e] Improved access/facilities for disabled and children in pushchairs [187 – 15%]

Improved access at junctions for disabled and pushchairs, dropped kerbs, bobbled pavement markings, etc

[f] Other issues identified

Reduce rat running – Hickmans Lane/Sunte Avenue

Question 40 – The issues that are of most concern to you and your family and would persuade you to use public/community transport services more

[a] Frequency/duration of service [270 – 24%]

Infrequent service
No evening bus service from station or town

[b] Route availability [199 – 18%]

Routes indirect with long journey for short distance
No direct daytime route to station
No direct route to Princess Royal Hospital

Poor service to other towns, e.g. Burgess Hill, Crawley

[c] Cost of service [121 – 11%]

No specific details

Introduce more economic or innovative fare structures

[d] Reliability of service [218 – 19%]

No specific detail but clearly services not considered reliable.

Compare response with Q42

[e] Ease of use [107 – 9%]

Difficult entry for disabled and persons with pushchairs – require 'low loaders'

[f] Bus shelters [79 – 7%]

Bus shelters required in High Street and by Welkin [north side of Hickmans Lane]

Bus stop at top of High Street

[g] Other issues identified

No timetables or route information at bus stops [major complaint]

Poor availability of timetable information

Demand responsive bus service

Question 41 – The issues that are of most concern to you or your family on improvements that would be beneficial to you as a cyclist

[a] Illegal parking [136 – 16%]

No specific comments

[b] Better sight lines [60 – 7%]

No specific comments

[c] Bike parking [91 – 11%]

Lockable bike parking in village and on the Common

[d] Considerate driving [145 – 17%]

No specific comments

[e] Reduction in excessive speed [170 – 20%]

No specific comments

[f] Other issues

Cycle lanes to Haywards Heath and the station.

Cycle routes to access town and countryside.

APPENDIX B: KEY ISSUES BY TOPIC

A brief note of the Working Groups' decisions are shown in brackets

Junction Improvement and traffic flow

High Street/Lewis Road junction improvement required, with majority requesting mini roundabout, considered bottleneck with poor visibility for right turn [ACTION POINT]

West Common/Appledore Garden mini roundabout – improve warning signage and poor sight lines. [ACTION POINT]

Hickmans Lane/High Street junction [ACTION POINT – PARKING ENFORCEMENT – sight line restricted by vehicles parked in restricted area]

Redesign certain mini roundabouts [NOT COST JUSTIFIABLE]

Control traffic routing by better distance routing [OUT OF AREA]

One-way traffic movements in Compton Road [NOT VIABLE]

One-way traffic movement in Pelham Road [NOT JUSTIFIABLE – COULD OPEN UP ROUTE TO THROUGH TRAFFIC & INCREASE SPEEDING]

Reduce school run traffic – school transport plan, etc [ACTION POINT]

Increase off street parking

More off street parking for High Street and long-term parking [NO SUITABLE LAND]

More disabled parking spaces, particularly in Tollgate [SUPPORT IN PRINCIPLE - COMMENTARY]

Extend car parks on the Common, e.g. by the bowling-green [TECHNICAL & ENVIRONMENTAL ISSUES – REVIEW NEED AFTER LAPE]

Improved signs to Church car park [COVERED WITHIN POST LAPE REVIEW]

On street parking - Car parking restrictions

Present restrictions should be enforced, particularly in the High Street especially, outside of the Red Lion, and at road junctions. [ACTION POINT – LAPE & REVIEW]

Enforce restrictions in Lewes Road near flower shop [ACTION POINT - LAPE & REVIEW]

Hickmans Lane/High Street junction visibility badly restricted by parking in restricted area – enforce restrictions. [LAPE ENFORCEMENT & REVIEW]

Parking on pavements generally [LAPE ENFORCEMENT & REVIEW]

Resident only parking permits in roads close to High Street [COMMENTARY? – LAPE REVIEW]

Reduction in inconsiderate parking, particularly:

- High Street, east side particularly near Red Lion
- In bus stops and bus lay-bys.
- Near road junctions
- By King Edward Hall/Pond [ALL LAPE ENFORCEMENT & Review]

Restrict parking to one side of the road only in:

- Pelham Road, Appledore Gardens, [OPEN UP ROUTE AS CUT THROUGH & INCREASE SPEED?]
- Compton Road [NOT VIABLE]
- High Street [LAPE & REVIEW – INCREASE SPEED]
- Lewes Road [LAPE & REVIEW – INCREASE SPEED]

Parking where no pavements exist forcing pedestrians out into road in Denmans Lane [NO ACTION – LAPE & REVIEW - COMMENTARY?]

Restrict parking in Sunte Avenue near the Witch [NO ACTION – PROVIDES TRAFFIC CALMING]

Reducing through traffic in residential areas [Controlling rat runs]

Reduce through traffic taking cut through routes in the following residential areas:

Luxford Road/Dukes Road [ACTION POINT]

Hickmans Lane/Sunte Avenue [ACTION POINT]

Finches Park Road/By Sunte - a secondary run [ACTION POINT]

Backwoods Lane/Appledore Gardens [NOT JUSTIFIED AT PRESENT]

Large vehicle restrictions

Village generally but particularly in High Street and at entrances to Lewes Road and Hickmans Lane from High Street [ACTION POINT – ACCESS ONLY]
HGV weight ban for all vehicles over, say 20t, with relevant road signage at West Common, Sunte Avenue, Lewes Road, B2028 north & south of village [ACTION POINT – ACCESS ONLY]

Reduction in excessive speed

Reduce speed and/or traffic calming measures:

-Hickmans Lane, Lewes Road, Sunte Avenue, West Common, Gravelye Lane [ALL ACTION POINTS]

-Finches Gardens & By Sunte [NOT JUSTIFIABLE AT PRESENT – LINK WITH HICKMANS LANE/SUNTE AVE CALMING]

-Summerhill Lane – High Beeches -C310 [INCLUDE AS PART OF CALMING MEASURES]

-Eastern Road [NOT JUSTIFIED AT PRESENT]

-Backwoods Lane [NOT JUSTIFIABLE AT PRESENT]

Extend speed limit at northern entry to Lindfield on B2028 – to Hollywood House.

– Introduce 30/40mph limit on this approach [ACTION POINT]

Mini roundabout at Lewes Road/Gravelye Lane junction [ACTION POINT]

Enforce speed limits [NO ACTION - NON SPECIFIC – SELF ENFORCEMENT – CALMING MEASURES SHOULD ASSIST]

20 mph limit in residential areas/village [From all village gateways inc Gravelye Lane – [ACTION POINT - EXAMINE]

20 mph limit near schools [ACTION POINT]

Improve pavements

Maintain pavements and cut back overhanging growth [NO ACTION - NOT TRAFFIC – ENVIRONMENTAL ISSUE]

Provide pavements where none exist:

Hickmans Lane on entry from High Street. [ACTION POINT – SURFACE TREATMENT]

C310 [NOT VIABLE]

High Street to Spring Lane [ALL READY EXIST]

Issue with absence of pavement and parking in Denmans Lane [NO ACTION]

Remove pavement parking – Appledore Gardens/Pelham Road [ACTION POINT- EXAMINE? – LAPE ENFORCEMENT & REVIEW]

Widen pavement in Summerhill Lane [main problem is pavement is restricted at one points by telegraph pole - the pavement is in Haywards Heath so not for inclusion in Lindfield Action Plan –NO ACTION]

Widen pavements – West Common [NO ACTION, over grown hedges, – SAFETY & SECURITY GROUP ISSUE]

Narrow pavement with low kerb at Lewes Road/High Street junction [ACTION POINT – raise kerb height – link with junction improvement?]

Improved access at junctions for disabled and pushchairs, dropped kerbs, bobbled pavement markings [COMMENTARY? – ENVIRONMENT GROUP ISSUE?]

Pedestrian road crossing facilities

Pedestrian controlled crossing in High Street by Lewes Road junction. [LINK WITH LEWES ROAD JUNCTION IMPROVEMENT]

Pedestrian controlled crossing in High Street near King Edward Hall and Pondcroft [ACTION POINT – build outs?]

Pedestrian controlled crossing or central refuge in Lewes Road east of Old School Court and/or by Noahs Ark Lane [ACTION POINTS – build outs?]

Lewes Road by Flower shop [NOT VIABLE - volumes & sight lines]

Pedestrian controlled crossing at the top of the High Street [NOT VIABLE - volumes & technical issues]

Pedestrian controlled crossing in High Street near Red Lion. [ACTION POINT – build outs?]

Pedestrian controlled crossings on Portsmouth Lane at By Sunte [NO ACTION – NOT VIABLE – poor sight lines]

Pedestrian controlled crossing at Summerhill Lane [ACTION POINT – build outs?]

Pedestrian controlled crossing in Appledore Gardens near roundabout [NOT VIABLE - volumes]

Pedestrian refuge at Westlands Road/Gravelye Lane junction [ACTION POINT]

Public transport

Infrequent service [ACTION POINT]

No evening bus service from station or town [ACTION POINT]

Routes indirect with long journey for short distance [ACTION POINT]

No direct daytime route to station or hospital [ACTION POINT]

Poor service to other towns, e.g. Burgess Hill, Crawley [ACTION POINT]

Cost of service [NO ACTION]

Introduce more economic or innovative fare structure [NO ACTION]

Reliability of service [ACTION POINT]

Ease of use with difficult entry for disabled and persons with pushchairs – require 'low loaders [ACTION POINT]

Bus shelters required in High Street and by Welkin [NOT TRAFFIC – FACILITIES GROUP – anti social behaviour issue – creates a youth shelter]

Bus stop at top of High Street [LOW DEMAND]

No timetables or route information at bus stops [ACTION POINT]

Poor availability of timetable information [ACTION POINT]

Demand driven service [ACTION POINT]

Improvements for cyclists

Lockable bike parking in village and on the Common [ACTION POINT?]

Cycle lanes to Haywards Heath and the station. [SUPPORT WIDER INITIATIVES - ACTION POINT]

Cycle routes to access town and countryside. [SUPPORT WIDER INITIATIVES - ACTION POINT]