



Lindfield 7.5 Tonne Weight Restriction - Lewes Road

Consultation Report – Draftv2

Lindfield Parish Council

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Created by
James Grimsdale
james.grimsdale@projectcentre.co.uk

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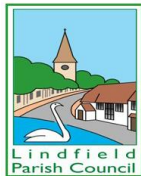


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1. EXECUTIVE SUMMARY

Lindfield Parish Council (LPC) have carried out this consultation to understand if there is support for the introduction of a 7.5 tonne weight restriction on Lewes Road. The consultation period ran from **25th May 2021 to 30th June 2021**.

The proposals aim to reduce the number of HGVs travelling through Lindfield, reducing the levels of sound and environmental pollution and congestions at the junction of Lewes Road and High Street. This will aid in reducing the environmental impact of the area adhering to the aims of the West Sussex Transport Strategy.

A total of 507 responses were received from residents, visitors, business owners and workers and stakeholders local to Lewes Road, which included:

- 443 Resident responses (91%),
- 17 Business owner/ worker responses (3%),
- 15 Visitor responses (3%),
- 3 Stakeholder responses (1%),
- 6 'Other' responses (1%), of which do not relate to the categories outlined.

Of the responses:

- 94% were in support of the proposal,
- 5% were in objection of the proposal,
- 1% were neutral representations.

Reasons for supporting the scheme include:

- Improving road safety, especially around pedestrian routes,
- Improving traffic flows,
- Minimising noise impacts to residents and businesses.

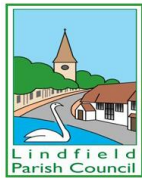
Reasons for objecting to the scheme include:

- Heavy vehicles will be diverted elsewhere, resulting in problems on the network elsewhere,
- Servicing and deliveries will be impacts for local businesses.

Following completion of the analysis of the consultation responses, it is clear that there is overall support for the scheme by local residents, business owners and workers, visitors and stakeholders.

Due to the concerns raised by objectors within Hayward Heath postcodes, in relation to the scheme, it is advised that Lindfield Parish Council investigate the following:

- Impacts of implementing the Traffic Regulation Order, which would see heavy vehicles be diverted to alternative routes,
- Impacts on existing servicing and deliveries of local businesses,
- Requirements for restricting heavy vehicles but maintaining access for emergency services, especially West Sussex Fire and Rescue Service vehicles.



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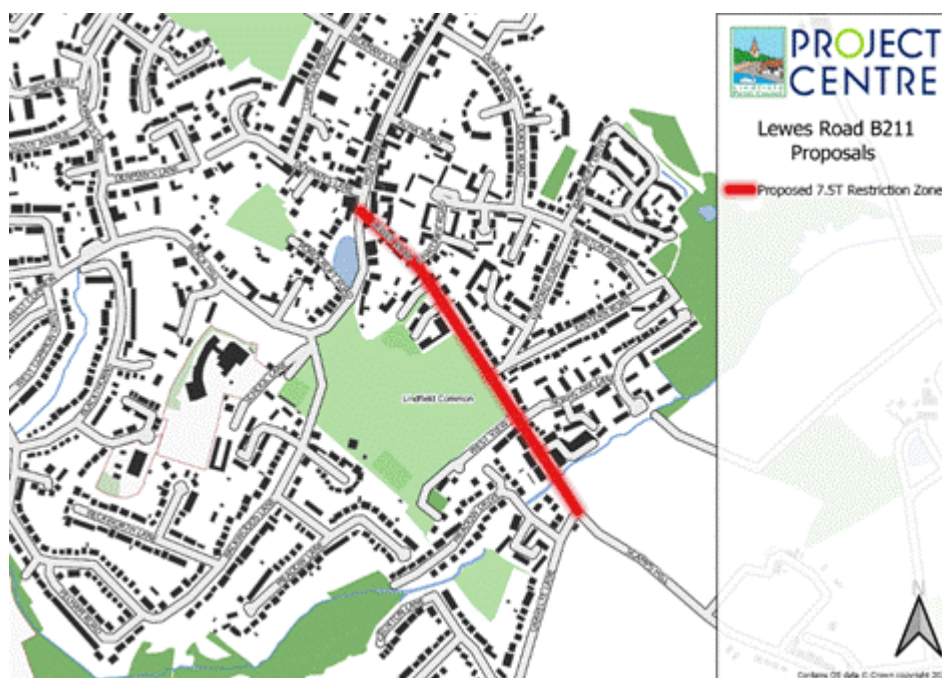
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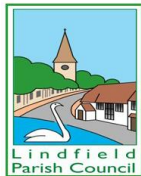
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2. INTRODUCTION

- 2.1.1 Lindfield Parish Council (LPC) has carried out this consultation to understand if there is support for the introduction of a 7.5 tonne weight restriction on Lewes Road. The consultation period ran from **25th May 2021 to 30th June 2021**.
- 2.1.2 The proposals aim to reduce the number of HGVs travelling through Lindfield, reducing the levels of sound and environmental pollution from vehicle emissions whilst reducing congestions at the junction of Lewes Road and High Street. This proposal is designed to encourage HGVs to adhere to West Sussex County Council's Advisory Lorry Routes and remain on the A272, reducing pressure on both the B2111 (Lewes Road) and B2028 (Lindfield High Street), except for local access.
- 2.1.3 The proposals:
- To introduce a Traffic Regulation Order (TRO) that would enforce a 7.5 tonne vehicle weight limit along Lewes Road (B2111) between High Street and Gravelye Lane. The restriction would prohibit vehicles greater than 7.5T from using the route, except for local access to ensure that local businesses and emergency services (e.g. West Sussex Fire & Rescue appliances) remain able to freely access and pass-through Lindfield.

Figure 1: Scheme Area





3. THE CONSULTATION

3.1 Consultation Material

- 3.1.1 Project Centre in conjunction with LPC drafted consultation letters for specific consultees. The main consultee groups were:
- Residents and Businesses
 - Local and district Councillors
 - The local MP
 - Local Stakeholders – Emergency Services, Road Hauliers etc.
- 3.1.2 Project Centre also provided a dedicated website for the consultation, respondents were asked to provide their details in the form of road name and post code and to answer the consultation questions along with any further comments they may have relating to the proposal.
- 3.1.3 Letters were delivered to all properties located on the Lewes Road and to businesses close on the High Street close to the junction of Lewes Road.
- 3.1.4 Where residents/consultees did not have access to the internet, paper copies were issued together with a return envelope to ensure all those wishing to respond were able to submit their opinions.
- 3.1.5 LPC also advertised the consultation in the local community magazine, Lindfield Life which provided details of the proposed scheme and how readers could contribute to the consultation.
- 3.1.6 A dedicated email address was also provided, lindfieldTRO@projectcentre.co.uk along with a consultation telephone line for enquiries or questions consultees may have.
- 3.1.7 A further notice was published in Lindfield Life towards the end of the consultation to remind those that might still want to contribute.
- 3.1.8 Copies of the consultation letters can be found in **Appendix A** of this report.
- 3.1.9 All comments submitted as part of this consultation can be found in **Appendix B** of this report.
- 3.1.10 List of all statutory consultees consultation can be found in **Appendix C** of this report.

4. CONSULTATION RESULTS

4.1.1 A letter and plan of the proposals were hand delivered to all addresses located along Lewes Road and its junction with The High Street (B2028). Residents, businesses, local stakeholders and local councillors were asked to submit their comments in relation to the scheme proposals either via the dedicated consultation website or via the dedicated lindfieldTRO@projectcentre.co.uk email address.

4.1.2 The consultation sought to determine if there is support for the proposals. The following section provides a breakdown of the responses received. Detailed consultation comments can be found in **Appendix B** of this report.

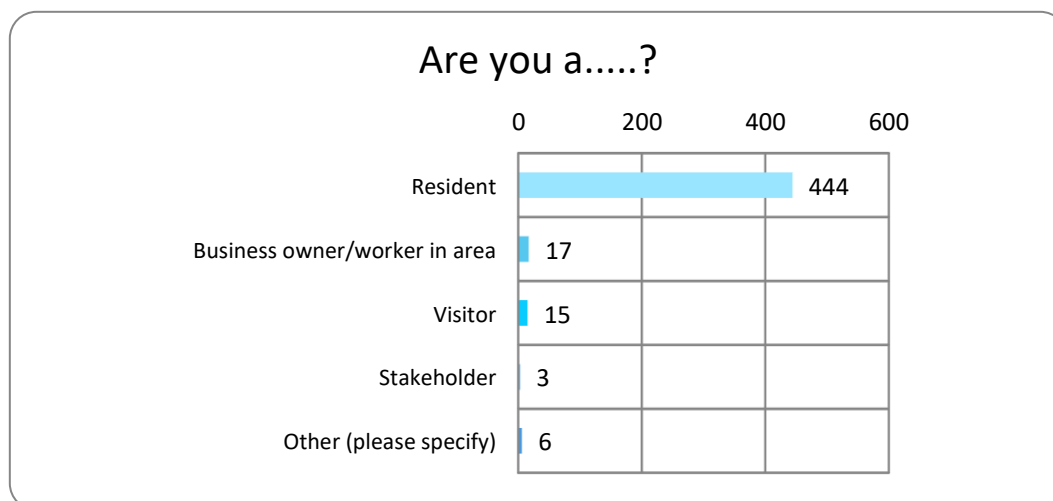
4.2 Responses

4.2.1 A total of 508 responses were received from residents, visitors, business owners and workers and stakeholders local to Lewes Road.

4.2.2 Figure 2 shows a breakdown of the responses received through the online questionnaire, noting:

- 444 Resident responses (91%),
- 17 Business owner/ worker responses (3%),
- 15 Visitor responses (3%),
- 3 Stakeholder responses (1%),
- 6 'Other' responses (1%), of which do not relate to the categories outlined.

Figure 2: Consultation Response Type



4.2.3 It is noted that all responses were submitted anonymously, with only postcode information shared. Postcodes of the respondents included:

- Haywards Heath RH16/ RH17 – 98%
- Brighton BN7/ BN8 – 1%
- Burgess Hill RH15 - <1%
- Billingshurst RH14 - <1%
- Dorchester - <1%

4.2.4 Of the responses:

- 94% were in support of the proposal,
- 5% were in objection of the proposal,
- 1% were neutral representations.

4.2.5 Table 1 and Figure 3 show the number of individual responses received either in support, objection or neutral to the proposals and the method in which they were submitted.

Table 1: Consultation Responses

Road Name	Support	Object	Neutral
Email Responses	10	2	3
Online Questionnaire Responses	463	23	0
Mail Responses	4	0	0
Stakeholder Responses	0	2	0
Total	477 (94%)	27 (5%)	3 (1%)

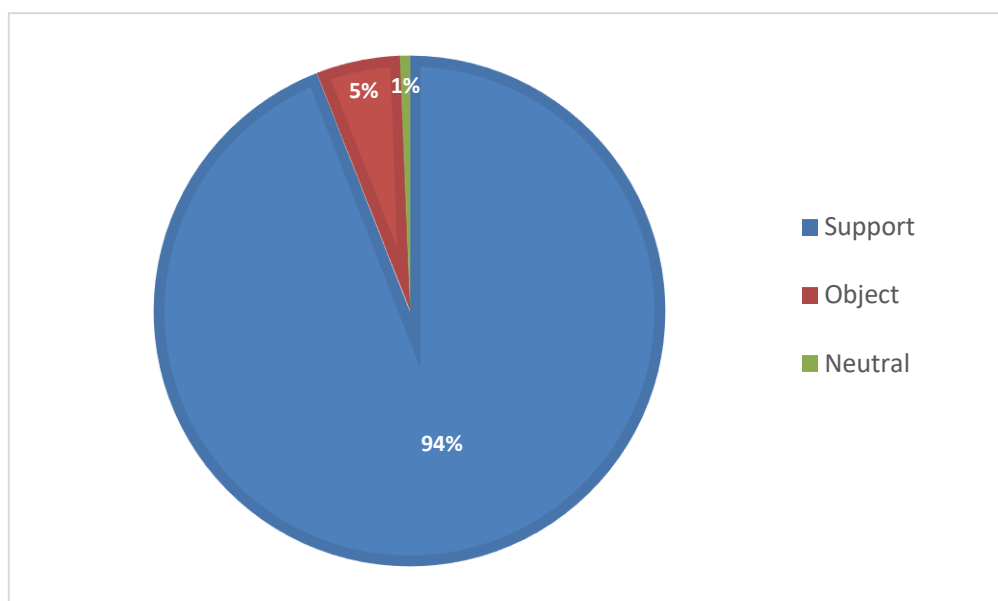


Figure 3 – Consultation Responses

4.2.6 As shown above, the overall majority is in favour of the proposal, with 94% of representations in the study area in support.

4.2.7 Supports of the scheme commented similar themes relating to:

- Issues with heavy vehicles using Lewes Road as a short cut, causing increased traffic in the area,
- Road safety concerns, in relation to large vehicles travelling close to or mounting pedestrian footways,

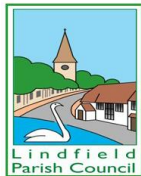
- Junction geometry of High Street onto Lewes Roads is not sufficient to accommodate heavy vehicles, resulting in tight turning movements and near misses with general traffic,
- Notable noise and emissions pollution from heavy goods vehicles passing residential dwellings and businesses along with additional pollution resulting from congestion at the junction of Lewes Road and High Street.

4.2.8 Objectors to the scheme noted:

- Potential impacts to how businesses operate, in relation to servicing and deliveries,
- Heavy good vehicles would be diverted elsewhere, causing issues on other parts of the network,
- Heavy vehicles currently travelling on High Street and Lewes Road currently slow general traffic due to the existing road constraints.

4.2.9 Notable objections were raised by West Sussex Fire and Rescue Service, noting:

- "... the restricted weight of 7.5 Tonne is a fire appliance has an axial weight of between 12 and 18 Tonne depending on the type of appliance. If you put a weight restriction of 7.5 Tonne on the access road the Fire Crew on the fire appliance will not know why the restriction is in place and for that reason would not proceed along the route in case there is a weakness in the road.
- This then puts a considerable number on properties in-accessible to a fire appliance, which would be a serious concern in the event of a fire. Not sure how you would stop lorries passing along this route but still make it accessible to emergency vehicles, not sure a weight restriction would be the answer".
- In response to this initial objection it was made clear by LPC that there is no intention to restrict access to emergency vehicles and there is no weakness in the proposed length of road that would make it difficult for fire appliances to attend an emergency.



5. CONCLUSIONS & RECOMMENDATIONS

5.1 Conclusions

5.1.1 Based on the responses received during the consultation period, it is evident that most participants (94% of all responses) were in support with the proposal.

5.1.2 Reasons for supporting the scheme include:

- Improving road safety, especially around pedestrian routes,
- Improving traffic flows,
- Minimising noise impacts to residents and businesses.

5.1.3 Of those who objected to the scheme (5% of all responses), all were situated within the Haywards Heath RH16 and RH17 postcodes.

5.1.4 Reasons for objecting to the scheme include:

- Heavy vehicles will be diverted elsewhere, resulting in problems on the network elsewhere,
- Servicing and deliveries will be impacts for local businesses.

5.2 Recommendations

5.2.1 Following completion of the analysis of the consultation responses, it is clear that there is overall support for the scheme by local residents, business owners and workers, visitors and stakeholders.

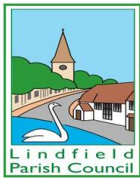
5.2.2 Due to the concerns raised by objectors within the Haywards Heath postcodes, in relation to the proposed scheme, it is advised that Lindfield Parish Council investigate the following:

- Impacts of implementing the Traffic Regulation Order, which would see heavy vehicles diverted to alternative routes,
- Impacts on existing servicing and deliveries of local businesses.
- Requirements for restricting heavy vehicles but maintaining access for emergency services, especially West Sussex Fire and Rescue Service vehicles.

5.2.3 In response to the objections raised, we would recommend the installation of a temporary survey camera at the junction of Lewes Road and High Street to monitor vehicle movements. The purpose of this exercise will help to identify the number of larger vehicles currently using the route and how many of these larger vehicles would likely be diverted via Haywards Heath should the weight restriction be implemented and what impact this might have.

5.2.4 Use of the data gathered by the camera will help to develop the best solution for all parties.

5.2.5 The two options above are currently under review and will be refined in due course.



Appendix A – Consultation Material



Telephone: 01273 056149

Email: lindfieldTRO@projectcentre.co.uk

May 2021

Dear Householder/Proprietor,

Consultation: Lewes Road B2111 – Proposed Weight limit restriction

CONSULTATION PERIOD: 25th May to 30th June 2021.

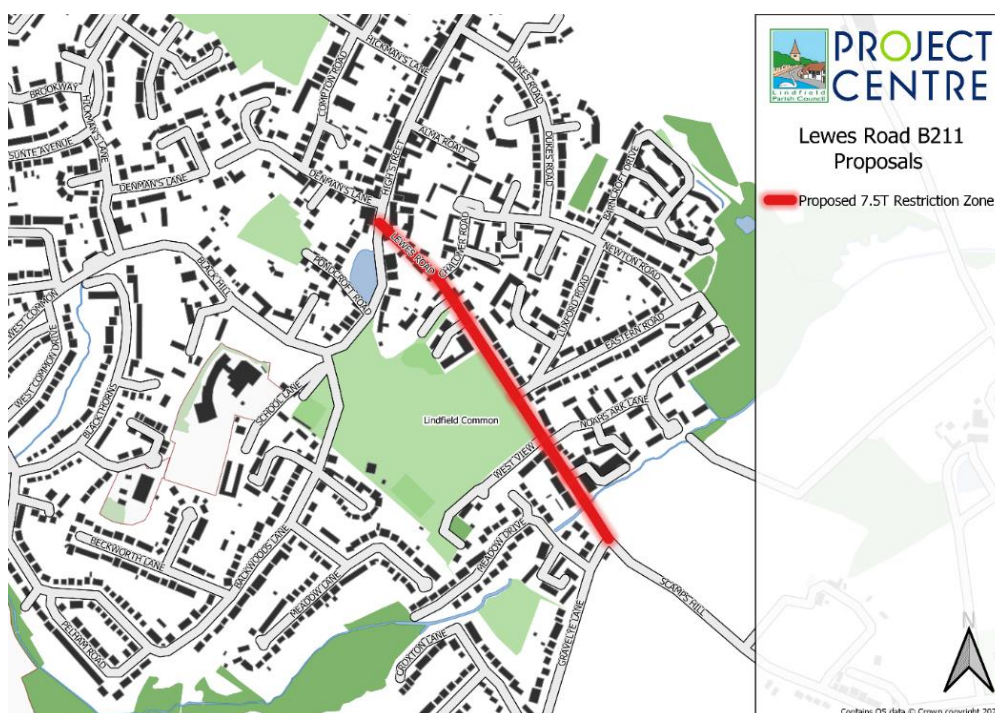
Feedback received any later will not be included in the report to councillors.

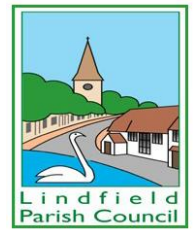
Lindfield Parish Council (LPC) is aware of concerns raised by local residents of increasing numbers of Heavy Goods Vehicle (HGV) movements through Lindfield. The High Street (B2028) / Lewes Road (B2111) junction in particular is located on a tight bend which is difficult to navigate for larger vehicles. This presents safety issues as vehicles overhang the opposing carriageway and footways. The proposals aim to reduce the number of HGVs travelling through Lindfield, reducing the levels of sound pollution and congestions at the junction of Lewes Road and High Street. This will aid in reducing the environmental impact of the area adhering to the aims of the West Sussex Transport Strategy.

This initial round of consultation seeks to determine if there are safety issues present and if residents support the introduction of weight restrictions along Lewes Road. A plan of the proposals can be found in the section below.

The proposals:

LPC are seeking to introduce a Traffic Regulation Order (TRO) that would enforce a 7.5 tonne vehicle weight limit along Lewes Road (B2111) between High Street and Gravelye Lane. The restriction would prohibit vehicles greater than 7.5T from using the route, except for local access.





The action that you can take now

This initial consultation will run for five weeks from 25th May until 30th June 2021. We invite you to provide your thoughts on the scheme during this time. There are several ways to do this:

- **Online** - Fill in a questionnaire by visiting this address: <https://consultprojectcentre.co.uk/lindfield>
- **Email** - Send us your comments at: lindfieldTRO@projectcentre.co.uk
- **Telephone** - We have set up a dedicated phone line for any questions: **01273 056149**
- **Post** - If you would do not have access to a computer and would like to fill in a questionnaire, please call us on the number above and we can send you a paper version and return address. Alternatively, you can provide your comments through our dedicated phone line.

In your response, please indicate the road you live on, your postcode and if you support or do not support the proposals along with any comments you may have relating to the consultation.

All consultation responses will be analysed and reported to allow LPC to determine if the proposed changes are supported by residents and stakeholders. All consultation responses will be analysed by Project Centre on behalf of Lindfield Parish Council. The dedicated email address for your consultation replies is: lindfieldTRO@projectcentre.co.uk

When the responses from the consultation have been collated and a report produced, your councillors will decide whether to consult further or abandon the proposals subject to the levels of support. If it is decided to proceed with the proposals, you will be informed in due course and a statutory consultation will be undertaken.

Yours sincerely,

Lindfield Parish Council working in association with Project Centre Ltd

Data from this consultation will be collected and held by Project Centre and Lindfield Parish Council. The data will be used to produce a consultation report and to provide feedback to Councillors. Individual residents will not be identified in the consultation report without permission. The consultation report will be a public document.
Link to view Lindfield Parish Council's privacy policy: http://www.lindfieldparishcouncil.gov.uk/Governance_19937.aspx



Telephone: 01273 056149

Email: lindfieldTRO@projectcentre.co.uk

May 2021

Dear Stakeholder,

Consultation: Lewes Road B211 – Weight limit restriction

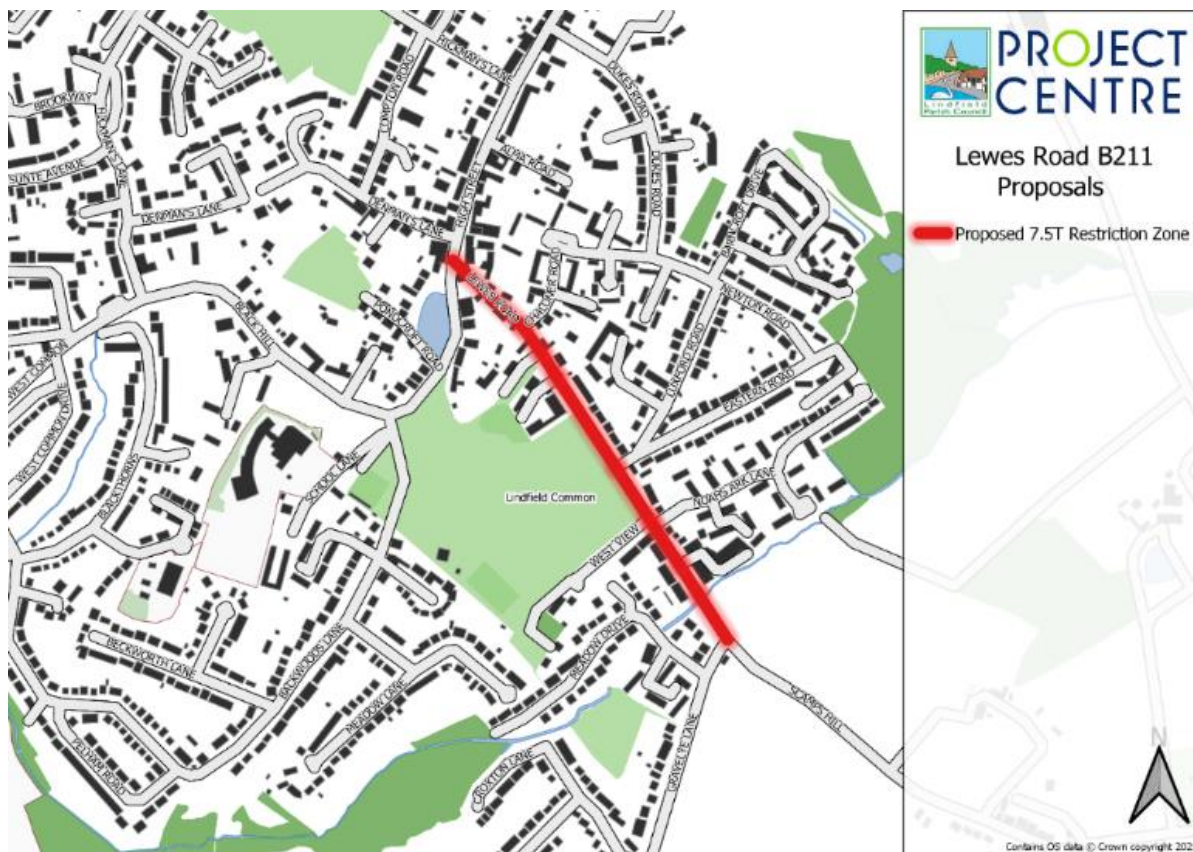
CONSULTATION PERIOD: 25th May to 30th June 2021.

We are consulting on the implementation of a Traffic Regulation Order (TRO) that would enforce a 7.5 tonne vehicle weight limit along Lewes Road (B2111) between High Street and Gravelly Lane and invite your comments on this. It may be that these proposals will not directly affect you, but your comments are still invited to help inform the consultation.

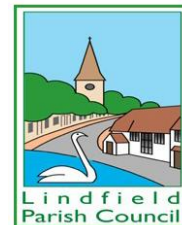
The proposals aim to reduce the number of HGVs travelling through Lindfield, reducing the levels of both sound and air pollution as well as reducing congestion at the junction of Lewes Road and High Street. This will aid in reducing the environmental impact of the area adhering to the aims of the West Sussex Transport Strategy.

The proposals:

To introduce a Traffic Regulation Order (TRO) that would enforce a 7.5 tonne vehicle weight limit along Lewes Road (B2111) between High Street and Gravelly Lane. The restriction would prohibit vehicles greater than 7.5T from using the route, except for local access.



Clock Tower House
Lindfield Enterprise Park
Lewes Road
Lindfield
RH16 2LH



The initial consultation will run from **25th May** and **30th June 2021**.

If there is widespread support for the proposals, Lindfield Parish Council will apply to West Sussex County Council to introduce the relevant traffic regulation order through the statutory process. Further information will be provided in due course.

Please tell us your views using one of the following methods

- **Online** - Fill in a questionnaire by visiting this address: <https://consultprojectcentre.co.uk/lindfield>
- **Email** - Send us your comments at: lindfieldTRO@projectcentre.co.uk
- **Telephone** - We have set up a dedicated phone line for any questions: **01273 056149** If you do not have access to a computer but would still like to fill in the questionnaire, please call us on this number and we can send you a paper version and return address.
- **Post** - Alternatively, you can return your comments to Lindfield Parish Council at Lindfield Parish Council, The Clock Tower House, Lindfield Enterprise Park, Lewes Road, Lindfield, RH16 2LH.

In your response, please indicate the organisation you represent, the road your organisation is located on, the postcode and if you support or do not support the proposals along with any comments you may have relating to the consultation.

All consultation responses will be analysed and reported to allow LPC to determine if the proposed changes are supported by residents and stakeholders. All consultation responses will be analysed by Project Centre on behalf of Lindfield Parish Council.

The dedicated email address for your consultation replies is: lindfieldTRO@projectcentre.co.uk

When the responses from the consultation have been collated and a report produced, your councillors will decide whether to consult further or abandon the proposals subject to the levels of support. If it is decided to proceed with the proposals, you will be informed in due course and a statutory consultation will be undertaken.

Yours sincerely,

Lindfield Parish Council working in association with Project Centre Ltd

Data from this consultation will be collected and held by Project Centre and Lindfield Parish Council. The data will be used to produce a consultation report and to provide feedback to Councillors. Individual residents will not be identified in the consultation report without permission. The consultation report will be a public document.

Link to view Lindfield Parish Council's privacy policy and data governance: http://www.lindfieldparishcouncil.gov.uk/Governance_19937.aspx



Telephone: 01273 056149

Email: lindfieldTRO@projectcentre.co.uk

May 2021

Dear Business Owner,

Consultation: Lewes Road B2111 – Proposed Weight limit restriction

CONSULTATION PERIOD: 25th May to 30th June 2021.

Feedback received any later will not be included in the report to councillors.

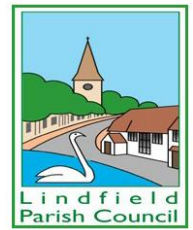
Lindfield Parish Council (LPC) is aware of concerns raised by local residents of increasing numbers of Heavy Goods Vehicle (HGV) movements through Lindfield. The High Street (B2028) / Lewes Road (B2111) junction in particular is located on a tight bend which is difficult to navigate for larger vehicles. This presents safety issues as vehicles overhang the opposing carriageway and footways. The proposals aim to reduce the number of HGVs travelling through Lindfield, reducing the levels of sound pollution and congestions at the junction of Lewes Road and High Street. This will aid in reducing the environmental impact of the area adhering to the aims of the West Sussex Transport Strategy.

This initial round of consultation seeks to determine if there are safety issues present and if residents and businesses support the introduction of weight restrictions along Lewes Road. A plan of the proposals can be found in the section below.

The proposals:

LPC are seeking to introduce a Traffic Regulation Order (TRO) that would enforce a 7.5 tonne vehicle weight limit along Lewes Road (B2111) between High Street and Gravelly Lane. The restriction would prohibit vehicles greater than 7.5T from using the route, except for local access.





The action that you can take now

This initial consultation will run for five weeks from 25th May until 30th June 2021. We invite you to provide your thoughts on the scheme during this time. There are several ways to do this:

- **Online** - Fill in a questionnaire by visiting this address: <https://consultprojectcentre.co.uk/lindfield>
- **Email** - Send us your comments at: lindfieldTRO@projectcentre.co.uk
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In your response, please indicate the road your business is located on, your postcode and if you support or do not support the proposals along with any comments you may have relating to the consultation.

All consultation responses will be analysed and reported to allow LPC to determine if the proposed changes are supported by residents and stakeholders. All consultation responses will be analysed by Project Centre on behalf of Lindfield Parish Council. The dedicated email address for your consultation replies is: lindfieldTRO@projectcentre.co.uk

When the responses from the consultation have been collated and a report produced, your councillors will decide whether to consult further or abandon the proposals subject to the levels of support. If it is decided to proceed with the proposals, you will be informed in due course and a statutory consultation will be undertaken.

Yours sincerely,

Lindfield Parish Council working in association with Project Centre Ltd



Telephone: 01273 056149

Email: lindfieldTRO@projectcentre.co.uk

May 2021

Dear Councillor,

Consultation: Lewes Road B2111 – Proposed Weight limit restriction

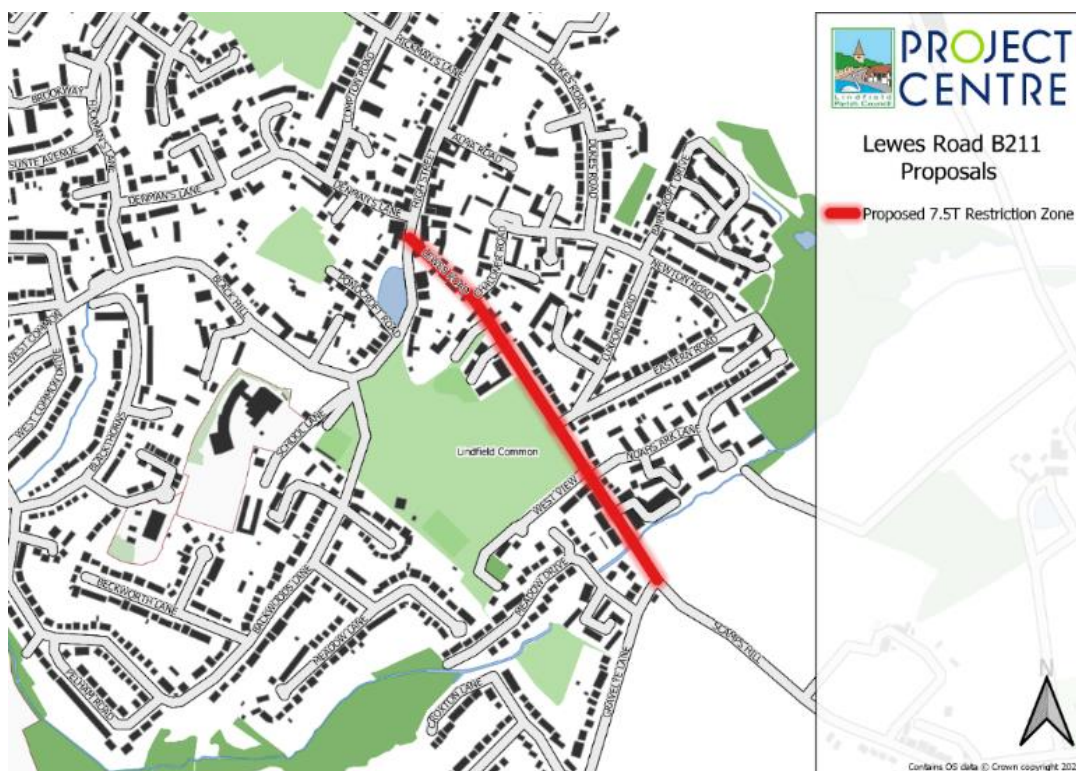
CONSULTATION PERIOD: 25th May to 30th June 2021.

We are consulting on the implementation of a Traffic Regulation Order (TRO) that would enforce a 7.5 tonne vehicle weight limit along Lewes Road (B2111) between High Street and Gravelly Lane (in both direction) and invite your comments on this. It may be that these proposals will not directly affect you, but your comments are still invited to help inform the consultation.

The proposals aim to reduce the number of HGVs travelling through Lindfield, reducing the levels of both sound and air pollution as well as reducing congestion at the junction of Lewes Road and High Street. This will aid in reducing the environmental impact of the area adhering to the aims of the West Sussex Transport Strategy.

The proposals:

To introduce a Traffic Regulation Order (TRO) that would enforce a 7.5 tonne vehicle weight limit along Lewes Road (B2111) between High Street and Gravelly Lane. The restriction would prohibit vehicles greater than 7.5T from using the route, except for local access.



Clock Tower House
Lindfield Enterprise Park
Lewes Road
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RH16 2LH



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In your response, please indicate the authority you represent, the postcode and if you support or do not support the proposals along with any comments you may have relating to the consultation.

All consultation responses will be analysed and reported to allow LPC to determine if the proposed changes are supported by residents and stakeholders. All consultation responses will be analysed by Project Centre on behalf of Lindfield Parish Council.

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Telephone: 01273 056149

Email: lindfieldTRO@projectcentre.co.uk

May 2021

Dear Rt Hon Mims Davies MP,

Consultation: Lewes Road B2111 – Proposed Weight limit restriction

CONSULTATION PERIOD: 25th May to 30th June 2021.

We are consulting on the implementation of a Traffic Regulation Order (TRO) that would enforce a 7.5 tonne vehicle weight limit along Lewes Road (B2111) between High Street and Gravelly Lane (in both directions) and invite your comments on this. It may be that these proposals will not directly affect your constituency, but your comments are still invited to help inform the consultation.

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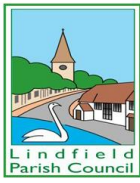
Thank you for taking the time to look at the proposals and for providing any feedback.

Yours sincerely,

Lindfield Parish Council working in association with Project Centre Ltd

Data from this consultation will be collected and held by Project Centre and Lindfield Parish Council. The data will be used to produce a consultation report and to provide feedback to Councillors. Individual residents will not be identified in the consultation report without permission. The consultation report will be a public document.

Link to view Lindfield Parish Council's privacy policy and data governance: http://www.lindfieldparishcouncil.gov.uk/Governance_19937.aspx



Appendix B - Consultation Comments



Lindfield Consultation Responses

***All comments are reproduced word for word as written by the respondent**

Consultation Responses- Online Questionnaire

COMMENT	<ul style="list-style-type: none">• Support• Neutral• Object
The traffic around this area is getting worse including increased heavy vehicles its very dangerous	
Something needs to be done - it's absolutely chaotic at times and the HGV lorries really do cause a blockage when trying to turn in and on Lewes Road. The amount of times they come up on the pavement. It's very dangerous now the bakery has opened	
Please consider alternatives that drivers would use - e.g. bypassing Lewes Road by driving down side streets or country lanes (Plummerden Lane). PLEASE also consider reducing speed limit at junction with A272 and putting in more zebra crossings.	
I strongly support these proposals to limit the weight of lorries using this road. The present arrangements pose a serious risk to the health and safety of residents and visitors alike.	
Large vehicles are becoming an increasingly dangerous hazard on the corner opposite Coop especially when they are mounting the narrow pavement and you are walking by. Also, their turning circle means they have to block the whole junction.	
As residents of Lindfield for the last 26 years, we fully support the proposal for a TRO on the Lewes Road in Lindfield. HGVs using Lindfield as a short cut cause danger to pedestrians, pollution and damage to the historic village of Lindfield	
There should be no large lorries in Lindfield. There is also the problem on the High Street with parked cars and accessibility that also needs addressing. Lindfield's narrow roads were not built for such traffic. There will be a fatality before long..	
Fully supported for numerous reasons from environmental, pollution, traffic jams , pedestrian safety and basic common sense to limit the size of vehicles onto roads that were never designed and built for the large vehicle currently using the road	



I think it is high time these heavy vehicles were banned from this junction, which is dangerous at eh best of times.	
We live at South Malling Cottage, Lewes Road. The front of the house is less than two feet from the road. When HGVs drive past the crockery in the cupboards rattle. Exhaust gasses from queueing HGVs! Any reduction in traffic volume is more than welcome.	
I work just a few yards away from the junction of High Street and Lewes Road I regularly witness HGV's struggling to turn into Lewes Road from the High Street, HGV's going onto the pavement to avoid cars and cars on the pavement to avoid HGV's.	
Can't believe it hasn't been done before.	
This is so important for Lindfield Village to help preserve the historic integrity of the village and for the safety of residents in this incredibly dangerous location.	
Incredibly dangerous and narrow junction that is long overdue for restricting large vehicles .	
I support the restriction at Lewes Road. I would also like to understand why the restriction is not extended to the High Street. 'Size, frequency and impact on surroundings' applies equally to both ends of the High Street surely? The problems the proposals seek to remedy have not been tackled for far too long.	
Dangerous corner for small traffic let alone large vehicles trying to gain entry . Causes traffic chaos and a nuisance with enormous danger implications for pedestrians	
It is clear that Lewes road is not suitable to have large	
Settings aside other good arguments these large vehicles really are a genuine danger to life as they regularly mount the pavement. On this level alone this is a very sensible idea	
Strom	
Strong support from Sir David Berriman	
Not before time!	
This measure is long overdue and will make an important contribution to safety and quality of life in Lindfield.	



The implementation of this proposal is long overdue.	
This proposal stands in its own merit really. Should be a common sense decision. There are	
This proposal stands on its own merit. Should be a common sense decision to support the proposal. These vehicles have alternative routes on larger roads that are much more appropriate for their size and where they will not pose the same risks to peds/cyclists.	
I think tractors should also be stopped using this road too. My house shakes every time either a heavy vehicle or tractor passes my house which is on the Lewes Road - the road in question.	
Lewes Road is unsuitable for the ever increasing number of large, heavy goods vehicles. They represent a danger to pedestrians especially those with walking frames and wheelchairs, children on foot or in buggies. The road is simply too narrow for HGVS.	
There is a difficult corner and narrowing which makes large trucks more problematic. The detour through Haywards Heath is not too far so it should not pose too many problems.	
This will increase safety for pedestrians and cyclists and reduce air and noise pollution	
Fantastic initiative	
I have two small children and find trying to walk along the pavement on this corner extremely dangerous . Cars mount the pavement at times to get through when there's traffic on both sides, when it's anything larger I fear for the safety of the pedestrian	
This should have been implemented before the Heathwood Park development as it is only a matter of time before there is a serious accident.	
I feel it is very dangerous walking along the pavement and have a few times seen large lorries driving on the pavement instead of driving on the road.	
The HGVs turning into Lewes road from the high street are so dangerous, so this proposal is very sensible.	
The roads are not wide enough and put pedestrians and other road users in great danger.	
This is what is needed as the village roads are narrow	



I think it's a very good idea	
This proposal is long overdue!	
This should have been put in place a long time ago.	
I and my 3 children have nearly been knocked over by vehicles mounting the pavement. It is not safe for pedestrians who are walking on the actual footpath.	
Any large vehicle should be banned and ordinary motorists need to learn the size of their vehicle and not drive on the pavement.	
Please put a stop to these massive trucks coming through the village, it's just not built for it, I'm amazed there hasn't been more accidents with lorries and cars having to drive along the paths to be able to pass each other. Madness.	
It's about time that the restriction in weight and therefore size was implemented on this road. It is very dangerous to pedestrians and small vehicles.	
Proposed restrictions will help preserve road surface, protect pedestrians and substantially protect the amenity of the locality. Long overdue and should have been done years ago. We lived in the village for 22 years having recently moved and the heavy traffic has been a practical and aesthetic blight. An accident waiting to happen.	
I have walked along the pavement at the junction with my two young children and encountered vehicles driving on the pavement due to larger vehicles using the road. It is in my opinion a really dangerous section of road for pedestrians.	
I find that heavier vehicles travelling through Lindfield often turn down Lewes road into scaynes hill lane. They turn onto the pavement making it unsafe for pedestrians.	
It's so dangerous with lorries that size charging through the village and with a village populated by so many children it would be far after if they were redirected on larger roads	
Great idea. The village roads were not designed for hgv's. They are dangerous and there is not enough room for them. They often have to go on the pavement which is both illegal and dangerous to pedestrians	



I agree with this proposal. I find the turning very unsafe, particularly when pushing a pram from Lewes Road to the High Street.	
Brilliant idea	
Safety is paramount.	
The High Street needs speed restrictions, especially for the safety of the children	
Vehicles this size coming through the village has been an issue for decades. Blocking up the High Street, causing no end of issues. This should have been dealt with a long time ago.	
Please include a reduction of the speed limit heading towards Ardingly. 60mph too fast when so many people are walking around Paxhill.	
I myself was nearly seriously injured 3 years ago when a 7.5 tonne truck mounted the pavement I was on and nearly pinned me to the wall. The whole junction isn't suitable/safe for any 2 way traffic. Simple	
Provided that the alternative routes e.g. Northlands Avenue are well maintained as extra traffic will cause them to deteriorate quicker. Additionally the on street parking on Northlands Avenue by Tesco should be addressed to assist traffic flow	
Seems like a long time coming	
I have almost been hit by speeding HGV vehicles racing away from the junction after they have turned taking up the whole junction. I agreed that there should be a limit to prevent large lorries and vehicles passing through the village, it's just not practical and will cause a bad accident one day. I once witnessed a mobile home (huge huge thing) about 2 cars width trying to pass	
I work in the shop on the corner and see as well as feeling the vibrations of big HGVs thundering past without a thought for the narrow pavement they are straddling and hurtling past at speed.	
The amount of times I've seen huge lorries have to mount the curb to get by and pedestrians have to move out the way, so dangerous!	
Long overdue	



It is only a matter of time before two lorries travelling towards each other collide and cause buildings to be severely damaged.	
Traffic calming measures would also be helpful.	
The large vehicles cause huge amounts of disruption and are dangerous on the small roads around the village. Often using footpaths and being very close to buildings and pedestrians to make turnings	
Please do this before someone gets injured, or damage done to infrastructure.	
This corner is not designed for mega lorries. I live round the corner and walk along the footpath and have witnessed worrying times. The larger the vehicle the more alarming. The footpath gets very narrow at the crucial point where turning is needed.	
These are small category B roads. They should not be used regularly by haulage trucks. I completely agree with the weight limitations. My only concern is how would it be enforced?	
This corner is an accident waiting to happen, especially now that Truffles is on the corner. It's not only lorries that mount the curb, these 4x4's and range rovers are just as bad.	
It's a beautiful little village, trucks should not be allowed.	
The junction between the High street and Lewes Road is particularly dangerous when used by heavy lorries as they mount the pavement to turn. Now that a new bakery (Truffles) has opened on that corner there are often school children queuing to go in there.	
These vehicles should not be allowed through any part of the village. They cause traffic mayhem every time they do.	
Definite safety issues on that stretch of road especially for pedestrians on the pavement, especially since the opening of the bakery	
We live in a listed property on the corner of Gravelly Lane and Scaynes Hill Road. We would support anything that reduces heavy vehicle traffic.	
This junction is completely unsuitable for HGVs and likely to cause damage to buildings & pavements at best, and personal injury at worst.	



This is vital for safety	
The Lewes Road is busy with normal traffic, however the road is totally unsuitable for large lorries. Many young children use this road to access the park and to walk to the local school. The road must be made safer for them. The TRO MUST be approved I	
I hope this proposal goes through!	
This is long overdue and will protect the historic village of Lindfield from excessive pollution and road damage.	
Travel along that stretch of road several times a week. Often have to queue behind these lorries. Very unhealthy.	
I think it should also be a double yellow line on both sides of the road so you can see far ahead, this will keep Children safe when crossing the road to the common.	
Would signage stop lorries? Not sure. Main issues are 1) noise 2) pollution 3) congestion 4) danger to ancient buildings on narrow roads never meant for this type of traffic 5) danger to pedestrians and other road users.	
As well as the obvious reasons why this should have been done decades ago, as a cyclist I shall set off down the High St and the Lewes Road with a great deal less apprehension	
This cannot come soon enough it is downright dangerous to walk on that footpath if there is an HGV turning. It is an accident waiting to happen especially now that people queue on that corner for Truffles bakery.	
Why do we have This has always been a very dangerous corner. I have seen the Holland's damaged outside the shop on the corner. I always feel unsafe driving and walking down the footpath. You are inches away from the HGV wheels	
While you're concentrating on local traffic problems there should be a mini roundabout where Lewes Road meets Lindfield high street. It is extremely difficult to see traffic approaching from the left until you emerge part way across the road-very dangerous	
I have witnessed many HGVs mounting the pavement, ignoring width limits and forcing motorists to take evasive action to avoid accidents and fully support this proposal evasive	
I am very concerned that there will be an accident on this corner as lorries frequently drive on the pavement in order to get round the tight corner leaving no refuge for pedestrians..	



I think we should make the parking single yellow lines to, one day someone will lose their life, having to drive into oncoming traffic.	
The corner of Lewes Rd/High St is often unsafe for pedestrians because of large goods vehicles mounting the pavement as they negotiate the corner	
Size as well as weight should be limited	
There is too much heavy traffic trying to use the junction between the Lewes road and high street	
The sooner this happens the better	
Make the weight and size of the lorries much less	
Junction is far too narrow and busy with pedestrians to safely have large vehicles turning down it. I have witnessed on numerous occasions vehicles blocking the junction whilst turning and mounting the pavements.	
The current/existing/"now" position is that the T junction and immediate surrounding area is extremely dangerous for all road users, particularly foot pedestrians and cyclists.	
The junction is simply not suitable for HGV's. This should have been done many years ago. Approval would be sensible and of considerable benefit to the village and other road users.	
The proposals do not really go far enough. . Posts should be erected to prevent the pavement being used for vehicles, and all commercial vehicles over 1 ton should be banned between the High Street and Challoner Road.	
This is long overdue and absolutely necessary for the safety of residents and visitors and for the preservation of the roads and historic buildings in Lindfield.	
The high street is too small for big trucks. It is dangerous.	
Clearly it is highly dangerous along that road and corner but will the problem be 'dumped' elsewhere in the area? We do need a definitive route these vehicles must take. Any suggestion Summerhill Lane and College Road would be met with great resistance.	
It is ridiculous, dangerous, and destructive to allow HGVs down a village street designed for horse drawn carts	



This is long overdue	
I am strongly in favour of this proposal	
We live on this route and have been horrified but the enormous lorries that go up and down Lewes road . Someone will be hurt by these monsters as they try to turn into or out of Lewes road .	
An accident waiting to happen as HGVs force traffic onto the pavement endangering pedestrians. Almost certainly SatNav does not help the situation.	
The junction at the High Street and Lewes Road is a huge problem for large vehicles, the road is not wide enough and it is difficult to see oncoming traffic if you are turning onto the high street, it is simply not safe.	
This needs to be implemented. Many a time when walking along the pavement have HGV vehicles mounted the curb creating a very dangerous situation and also forcing other cars out the way.	
Some of the lorries making this turn are unbelievably huge - it is dangerous, pedestrians need to be on their toes as the trucks are happy to drive on the pavement just to be able to get through. If nothing is done it is only a matter of time before their	
The junction with the Lewes Road from the high street is too narrow for large vehicles and is a danger for pedestrians as lorries and cars are often mounting the pavement. Pedestrians are also at risk of being hit by wing mirrors.	
I think, even more importantly, we need to generally slow down all vehicles through the village by adding some speed bumps and insisting on 20mph speed limit, especially along Lewes Road, High Street, Hickmans Lane and the roads leading off these.	
Current I feel very unsafe walking in the area due to large vehicles taking up space on the pavement and travelling too fast	
My buggy with my 6 week old baby was clipped by a lorry when it mounted the pavement. It was the most frightening experience. Luckily he wasn't hurt, but it could have been very different.	
I think that these proposals will improve safety for pedestrians and cyclists in these dangerous parts of the village	



HGVs should also be encouraged to use Summerhill Lane / College Road to travel between Haywards Heath and Ardingly. This is far less residential, has less pedestrian footfall and has less tight turns.	
Working in the bakery, you often see the chaos that large vehicles cause on that corner, and the difficulties it poses to themselves as well. Its only a matter of time before an accident of some kind occurs.	
Safety of pedestrians is at risk	
Please keep our village safe from unwanted HGV traffic	
Pedestrians would be safer.	
Junction of High Street/Lewes Road really needs more than just a restriction for 7.5 T HGVs. Introduce traffic lights and enhance pavements to remove the need to cross to the co-op, and cross back, to get to school/common/KEH. Also pond path too narrow	
The junction between the High Street and Lewes Road is dangerous for heavy lorries to use, and lorries frequently put their nearside wheels on the pavement to avoid oncoming traffic. This is a MAJOR safety hazard	
WSCC have prevaricated over this issue, and the current situation is very dangerous	
Taylor Wimpy have already proved the feasibility of this scheme by implementing limitations and controls on their suppliers and contractors vehicles. Hopefully this consultation will enable an early and full implementation of the proposals.	
We think the proposals should go further to include a 20mph limit with cameras to enforce or a zebra crossing. Lewes Rd is a rat run with vehicles travelling at much too high speeds next to the busy Lindfield common with lots of pedestrians	
So good to finally put an end to real danger of bad accident at this crucial corner. Thank you .it's important .	
This comment comes from 2 people at the same address in Lindfield, so please register 2 in support	
Add some further traffic calming measures for other vehicular traffic to reduce speeding issues	
This proposal is what is needed to prevent a major accident at this junction.	



It would be even more helpful to allow the suggested lorries access between 17hrs p.m. to 8hrs am. Only	
Excellent idea!	
who and how will there be any enforcement of the proposed weight restrictions and vehicles that breach any restriction? Also why is the parish only looking at this stretch of road and not also west common, hickmans lane and up the high street as well?	
I cant understand why this is all taking so long. The volume of heavy traffic through the village is ridiculous.	
I wrote to WSCC 15 years ago with regard to the increase in HGV vehicles using Lewes Road and the danger that increasing traffic posed to residents and their children wishing to use Lindfield Common. AT LAST ACTION IS BEING TAKEN .	
HGV's should be forced to follow West Sussex County Council requirement that HGV's follow A roads to the nearest point to their destination.	
Urgent need to avoid congestion and potential accidents	
We need the Relief Road round the east side of the village even if that means more houses and hopefully some infra-structure facilities and businesses to employ local people.	
Avery necessary proposal and hope it is implemented soon	
road is far too narrow for larger vehicles particularly at the junction in the picture	
Totally necessary, was stuck there just this morning when an HGV was trying to turn right off the High Street.	
I agree very strongly with the proposal. It is completely unacceptable and very dangerous to have these big lorries using this road.	
Lewes Road at the junction with High Street is very narrow and HGV's have difficulty turning which makes it dangerous for other road users and pedestrian as the footpath is very narrow	
This comment comes from 2 people at the same address in Lindfield, so please register 2 in support. It is a pity the proposed restriction does not also cover the length of the High Street.	



We have lived in Noahs Ark Lane for 20 years. As each year goes by the number of HGVs exceeding 7.5T has increased, resulting in:	
long overdue	
This is a very long standing problem that presents a serious hazard to pedestrians and obstruction to other road users.	
Fed up with Lindfield being used by huge vehicles along a narrow road, endangering pedestrians and creating traffic snarl-ups at the junction with the High Street/Lewes Road	
This will reduce dangerously large lorries in Lindfield High Street which must be a good thing.	
I'm wondering how this will be enforced.	
I have lived in Lindfield village for many years and have never seen the traffic situation so dire. For the safety of pedestrians particular, it is imperative that something is done to restrict or ideally stop the village roads being used by heavy lorries	
Which other routes will these heavy load vehicles be directed.	
Vehicles shouldn't be allowed to park on Lewes road at peak hour traffic	
I live in Luxford road, we would appreciate, if a restriction order will also be put on this road. We are already a seeing large volumes of traffic use us as a cut through. With residential parking and delivery drivers, this road would not be able to cope	
I work in Truffles , which is on the junction of Lewes Road. There is barely enough room for 2 cars to pass without causing a potential hazard to pedestrians using the footpath near the junction. There are near misses multiple times very day!	
This is long overdue and with the coming of all the construction traffic recently, Lewes Road needs to be protected. It is a residential road with a 30mph speed limit and has long been abused by drivers of HGV's.	
We live opposite the parish council offices. There is bottleneck with parked cars at this point. In addition to the TRO traffic calming is required as vehicles regularly exceed speed limit. A car crashed into parked cars recently, needs addressing!	
Why has this taken so long??	



Why has this taken so long? I helped gather signatures years ago but still nothing has happened! do the people voted in place to protect & best serve our precious village not care about the traffic scenario? All talk & NO action - PLEASE GET ON WITH IT!!!	
It's extremely dangerous for pedestrians to walk along the pavement up Lewes Road to the high Street. It isn't safe when HGV's are passing, we have to go a longer route around the common to nursery to avoid the danger. A matter of time before an accident	
Clearly a very appropriate proposal, considering the limited road widths and the historic character of our village.	
Extremely tight/busy corner High Street end with narrow Pavements are mounted by larger truck Lewes Road or adjacent to wait for their children from school - such a dangerous amount of traffic for	
Can we get a speed limit from the traffic lights at the bottom of Black Hill through to departing Lindfield?	
I am aware of people who avoid walking along the Lewes road as it is too dangerous with large lorries on the corner with the high street.	
My only point of exit/entry by car is to the Lewes Road. It is obvious that many of the large vehicles are using the route as a short cut and not for delivery locally. Turning these vehicles at the High Street junction is dangerous.	
It's plain to see that heavy vehicles should not be using this route. It is environmentally bad and dangerous for other road users , especially pedestrians	
Current position is Very dangerous for pedestrians and disruptive for residents	
I often walk along Lewes rd., and quieter often am in fear of injury as cars and lorries mount the narrow pavement. It is particularly dangerous for those pushing buggies or using mobility aids.	
I live on the Lewes Road. Have written previously to WSCC about this problem. The road close to the High Street has a total width about half that of an urban road. The pavement is non-existent on one side and the wall on the other restricts pedestrians.	
If anybody has ever seen this road this proposal is a no-brainer. Large lorries are completely unsuitable here and this proposal will help significantly with road safety, noise and air pollution, and congestion especially at junction with the High Street	
Photos submitted are self-evident and show the problems of heavy vehicles explicitly.	



This TRO is badly needed	
Comments relate to pavement between Truffles and Masters. The kerb is almost level with road - drivers may not realise they are on pavement! Twice, whilst walking on pavement, car wing mirrors have hit a bag I have been carrying on my shoulder!	
It is dangerous as a pedestrian to walk along Lewes Road plus a lot of pollution	
I agree with the proposal	
This is greatly needed. I have seen many instances of chaos caused by these large vehicle. It has become almost impossible to safely walk on the pavement on the Lewes Road. Parents have to avoid that pavement as it is not safe to let children walk there.	
The Council and/or the Police must ensure that the new regulations are strictly enforced.	
I agree with the Parish Council's proposal to introduce a TRO prohibiting vehicles from the centre of Lindfield. Greater protection from HGV is essential as causes road safety issues, congestion, air pollution and sound. Provides considerable improvements.	
Lindfield is choked with traffic which is really terrible in such a pretty village. The proposal is a good thing.	
This is a long overdue proposal that is essential for safety of pedestrians and road users, use of this junction by HGVs is completely unacceptable as a major safety issue	
This proposal is well overdue. The heavy traffic has become almost unbearable and I had a close shave a number of months ago when a HGV drove onto the pavement behind me forcing me to run back to safety. High Street houses must be in peril.	
I totally endorse this proposal, speaking as cyclist and a pedestrian I have found the present situation to be very unacceptable with the possibility of a very serious accident occurring	
It would be an extremely good idea to limit the large lorries using this area as we have personally experienced being brushed. by a vehicle	
We support the proposal as we have personally experienced being brushed by vehicles on the corner near the post office . Please consider it carefully for the safety of the village residents.	



This would increase the safety at this junction for other road users and pedestrians. It would also reduce pollution from the HGVs and reduce noise pollution	
The photos of the lorry show the reality of daily life. I frequently walk along that footpath and have to squeeze into the side for fear of the traffic. It's a nightmare for wheelchair users and pram pushers. The air is so polluted.	
This is a very dangerous corner, and people have to hug the wall to keep safe. It is amazing that there	
The HGV's using the Lindfield High Street should stopped. The village was built originally for horse and carts. Although times have changed and we must adapt to the different types of transport today, there must be a weight and width limit on these roads.	
Long overdue as continual new building in and around the village not only has added to traffic density but also to huge increase of heavy goods vehicles which should rerouted to avoid the village totally. Our roads are not built for such vehicles.	
The junction in question is simply too dangerous for pedestrians large lorries forcing cars on to the pavement is an accident waiting to happen.	
Apart from traffic blockages and safety, this change should reduce the damage to pavements and residents garden walls from turning lorries.	
The junction is unsuitable for vehicles much bigger than a large van. There are other suitable routes these large vehicles can use	
The current traffic is very dangerous	
It can be quite dangerous for residential cars when these vehicles are on the road. A couple of times when I have had my children in the car I thought they might knock us	
Also a 20mph limit & traffic calming before someone gets killed	
A speed camera along the Lewes Road is also needed. This road has become incredibly dangerous for pedestrians.	
I am concerned with traffic problems large lorries cause on Lindfield High Street. At busy times it causes queues as the road is not wide enough to allow lorry and another vehicle to pass. Often vehicles forced to mount the pavement - danger to pedestrian	



Lindfield is a old village not designed to accommodate large vehicles on its roads, particularly using the junction of High st and Lewes Rd. it is dangerous to both other road users and pedestrians	
I believe that due to the high number of elderly residents and young families that the council should consider lowering the speed limit in central Lindfield to 20.	
The stretch outside the bakery to masters is extremely dangerous for pedestrians. My husband was struck by a wing mirror while walking along there. Is it totally unsuitable for HGVs	
This restriction will make the village and that junction in particular much safer.	
We come into Lindfield 3 or 4 days per week, and that road is becoming more and more difficult to navigate due to increased large trucks	
It seems obvious - this should have been done years ago	
A mini roundabout at the junction of Lewes Road and Lindfield High Street would help traffic flow	
Long standing situation that needs resolution. This will be a good start	
It's a narrow and dangerous turn which shied me addressed once and for all.	
It is very dangerous to walk on the only pavement as you enter Lewes Road from the High Street. Many vehicles drive onto the pavement due to large vehicles.	
Have witnessed several near misses with pedestrians when large vehicles turn into Lewes Rd. Had a few close shaves ourselves. In the 22 years that we have lived here, the junction, volume and vehicle size of traffic has vastly increased.	
This restriction is not only required for road safety but the health of everyone subject to diesel fumes and dangerous vibration affecting nearby buildings'	
I walk along this road to the junction everyday and it has got more and more dangerous over the years not just with the heavy lorries but with the increased traffic from the new estates that to the east of the village. It is a very scary walk!	



It's ridiculous for lorries to use Lewes Road. Two lorries going in opposite directions would cause a massive obstruction as the junction between Lewes Road and the High Street is narrow and very dangerous. The weight limit should be as low as possible.	
Concerned about the safety of road users and pedestrians at the moment and environmental risk to village	
I think that this would make a massive difference to that corner. I have been hit twice by large lorries as a pedestrian and this is so dangerous.	
I use this route regularly and forced onto Masters parking area numerous times as traffic regular to avoid being knocked over I have now taken a longer round. Not only large lorries but smaller ones, vans, SUVs and larger cars mount the pavement here.	
When HGV's are forced to mount the pedestrian walkway because the road isn't wide enough to take them common sense must dictate that if the road cannot be widened it needs to be close to HGV's as clearly HGV drivers won't find a safer route.	
This is long overdue. The road simply isn't suitable for the traffic using it and walking along Lewes Road has become increasingly dangerous. Would also be assisted by the roundabout promised years ago but never built!	
Dangerous junction. Lorries mount the pavement- highly unsuited to large vehicles. Pedestrian will be killed or injured soon if doesn't change	
We live on the high street and regularly see vehicles too large for the road blocking traffic and rumbling down the road causing heavy vibration which is damaging the historic buildings and making too much noise for residents. The high street is too small	
The junction too	
I totally agree with the proposal for safety of the residents and visitors using the pavements near the High St and Lewes RD.	
Restriction is long overdue	
Dangerous for pedestrians as traffic mounts pavement where road is too narrow. Adds to air and noise pollution.	
Relieving congestion at Junction, Lewes Road and High Street is vital. Any large vehicles cause serious hazards to other vehicles and pedestrians. Reduction of sound and air pollution is paramount.	



Not only the road but also the pavement is extremely narrow and it is very unsafe to allow large lorries to, in particular, turn at this junction. I fully support this proposal.	
Makes total sense to protect this junction	
My wife and I attend a gym on Lewes Road walk along the stretch towards the high street. It is a regular occurrence to see a lorry with wheels on the pavement and is only a matter of time before this causes death or injury to someone	
On several occasions I have had to jump out of the way when a lorry turns onto the Lewes Rd and mounts the pavement. I regular see near misses and it is a matter of time before someone is seriously injured or worse.	
The road is far too narrow for large vehicles, allowing them to use it is extremely dangerous to other road users and pedestrians, especially with it being a main thoroughfare for local schools	
Have you all got too much time on your hands? What about asking locals if they think a roundabout at that junction is a good idea or implementing speed reduction measures along the road by the pond to slow drivers down before getting to the junction	
It's clear that this route is challenging, however this challenge help deter unwanted corridor thru-traffic. Routing elsewhere inflicts increased ecological damage elsewhere, producing more CO2 and associated damage to our climate. Don't do this!	
Will just push the problem further out and cause more issues. HGVs slow the traffic down in the high street which is a good thing	
Pushes problems further out	
This is a stupid proposal. All of the companies on the industrial estate would go bust and Co-op wouldn't be able to restock. Even if it were just for passing traffic how would you police it? Would trucks need permits? A warden at each end? Madness!!	
Too many hgv traffic down northlands avenue. Don't want to be the overspill of lindfield.	
This will put a strain on other roads in the area that are already at beyond capacity. This would also cause businesses on the industrial estate to incur further costs in a time businesses are going out of business due to Covid and the economy	



What about the farmers, we need to go up and down the high street for the harvest of grass and grain and to get too our cows! No other route can be taken due to roads being too narrow'	
Lorries have to deliver to high street shops and you cannot divert them down Summerhill and Portsmouth lane as this is NOT a B road and is very narrow and a school route	
We need to consider all the residents of Lindfield and the Haywards Heath area in any plan. If lorries are prevented from travelling down Lewes Road they will travel on other roads with no pavements, otherwise unsuitable &/or already have many HGVs	
Where would the diverted HGVs go. ?	
It is what is says on the tin a "High Street" in others words a major thoroughfare. There was a Toll House for a reason, all vehicles passed through and hence created the economic environment for the shops. It does not make sense to limit traffic.	
This junction is extremely dangerous especially for pedestrians with small children. Also when queuing at the local bakers on the corner in a small crowd the lorries come dangerously close. It's an accident waiting to happen!	
Many supply companies are increasing the minimum carriage paid order therefore delivery vehicles are required to carry more. Reducing weight limits too low would effect local business.	
A weight restriction without a 20 mph for Lindfield will have marginal safety benefits. How can LPC oppose a 20 mph on the basis of too many signs but support a weight restriction that needs loads of signs?!	



Consultation Responses- Email

<p>Hello. As a resident of Lindfield I am fully supportive of the Traffic Restriction Order to restrict vehicles over 7.5 tonnes from using the Lewes Road in both directions between the High Street and Gravelye Lane. This is a very narrow junction and entirely unsuitable for big lorries to use. In addition the use of this junction by vehicles over 7.5 tonnes puts pedestrians and other road users in danger.</p>	
<p>The Lindfield Preservation Society would like to express our strong support for this proposal, to introduce a TRO prohibiting vehicles larger than 7.5 tonnes from using the designated route (except for access).</p> <p>We have lobbied for some years in favour of greater protection for the centre of Lindfield from HGV traffic, with its attendant congestion, sound and air pollution and threats to road safety. This measure would make a significant improvement in Lindfield's quality of life.</p>	
<p>I write in support of the proposal of a TRO to restrict vehicles from using Lewes Road, Lindfield. The size, frequency, and impact on the surroundings of HGVs is significant. These vehicles should be restricted to using A roads built for the purpose.</p> <p>I remain baffled by the reluctance of WSCC to apply the same weight restriction to the full length of Lindfield High Street. The High Street is listed as a conservation area and has Grade II listed buildings along its length. What is it that WSCC thinks is added to the surroundings of Lindfield High Street by HGVs?</p> <p>The recent issues surrounding air quality being identified as a reason for child deaths is I think a good reason to review why HGV diesel trucks continue to thunder down the High Street.</p>	
<p>We fully support this proposal which is vitally important for the safety of pedestrians and for maintaining the infrastructure of this important road. My family has lived in this house the effect of heavy vehicles up and down the Lewes Road causes enormous wear and tear on our surrounding wall around the back of our house.</p> <p>It is often difficult to cross the road and most importantly it is very dangerous attempting to walk along the pavement from our house opposite Mead Cottage to the top corner of Lewes Road due to heavy lorries being on the pavement. It is especially hazardous for people with prams, sticks, walkers and other forms of disability transport.</p> <p>We hope this proposal is carried forward.</p>	



<p>Please be advised we are very much in favour of this much delayed proposal in consideration this very important proposition.</p> <p>As a resident in the centre of the village, I get very frighten to see Mothers with prams and/or very young children struggling along the very narrow pavement at the junction with the High Street.</p> <p>Accepting the very large residential properties that have been build or are currently under construction or are proposed in the near future.</p>	
<p>I fully support your campaign to stop these vehicles from using this junction which has been a black spot for many years even before the mass building allowed around Lindfield began with The Limes development. Our protests were criminally ignored by Council Planners and Builders although highlighted numerous times by concerned residents of Lindfield.</p> <p>My concern however is which routes are these heavy lorries going to be directed if not allowed to use this junction or the High Street.</p> <p>I live in Summerhill Grange which leads off Summerhill Lane which is also suffering from increased traffic and heavy goods lorries which it is totally unsuitable for. Many children use this route to get to Oathall College and the pavement towards the traffic light junction is in a large area only one person width, forcing anyone walking along that path to have to step into the road to pass others. There are wooden telephone pylons also in the one width pavement, a huge problem for people with pushchairs. The speed restrictions are ignored by drivers speeding along Summerhill Lane towards Ardingly in one direction and Haywards Heath station in the other and we urgently need a speed reminder flashing sign on this road and/or speed cameras.</p> <p>The next housing building project for the Tavistock and Summerhill Lane School development (at present 3 blocks of 3 storey flats) is only going to add to this traffic problem and we have been told that parking is going to be a limited number for these flats.. Parking is allowed along Summerhill Lane there being no yellow lines which only adds to the traffic congestion and dangerous driving at present.</p> <p>I fully support the banning of these lorries in the High Street and along Lewes Road Gravelye Lane but not at the expense of them being redirected along Summerhill Lane which too is unsuitable for these vehicles and the existing traffic problem along this road also needs addressing by Lindfield Preservation Society. I would appreciate a response to my concerns.</p>	



<p>We, at XXXX, Lewes Road, wholehearted agree that there should be a Traffic Restriction Order on lorries travelling between Lindfield High Street towards Gravelye Lane in both directions along Lewes Road (B2111), which will make the junction at the High Street end of Lewes Road a very much safer place for pedestrians.</p> <p>The frequency of these huge lorries, with the resulting, pollution and noise, trundling along Lewes Road, often with little consideration towards to other road users, has increased substantially over the past few years, to the disadvantage of local of residents.</p> <p>However, there are two other very important issues regarding Lewes Road.</p> <p>Firstly, the speed at which traffic travels along Lewes Road, mainly from the south i.e. Gravelye Lane and Walstead, which is not acceptable.</p> <p>Some cars travel, it would seem, in excess of 60-70 miles an hour.</p> <p>Over the last couple of years there have been many accidents between Gravelye Lane and Eastern Road. Thankfully there have been no fatalities, but with many new housing estates, the number of pedestrians has increased, including mothers with prams, and toddlers and school children, (and disabled walkers) and with speeding traffic, all times of day, it is a huge concern. In our view, some sort of traffic calming proposals, such as 'sleeping policemen' and re-active speed limit indicators would certainly help resolve this problem.</p> <p>The second concern is traffic exiting West View onto the Lewes Road. With many more cars using the car park on the common by the tennis courts, and with cars parked constantly on the road from Westview to the right towards Gravelye Lane, means that the view to the right when exiting Westview, is severely restricted resulting in cars turning either left or right often find themselves dangerously close to oncoming traffic, as evidenced by a number of recent accidents.</p> <p>We think these problems could, and should, be resolved by placing double yellow lines on the Lewes Road/Westview corner.</p>	
<p>We wish to support the formal application to WSCC to restrict heavy vehicles as they turn dangerously from the High Street, Lindfield, into Lewes Road. We are senior citizens and have often had to walk into the road at this area as the pavement is very narrow and we have to keep a safe distance from any other foot passengers approaching us in this area. It is very dangerous at this point, especially if huge vehicles are also trying to turn the bend at the same time.</p>	



<p>We would also like to have a clean environment for the village and diverting these vehicles away from Lewes Road would improve air quality for all, especially as there are many young families in the village needing a safe environment within which to grow and thrive.</p>	
<p>Whilst I agree with your proposals in principle I think you need to go much further with regards to the safety of pedestrians at the junction of the old post office.</p> <p>Traffic not only overhangs the pavement, it mounts the pavement regularly. I have been struck by wing mirrors on several occasions.</p> <p>There ought to be either bollards or a crash barrier thereby stopping vehicles from mounting the pavement.</p> <p>Does one have to see a fatality before anything positive is done?</p> <p>Years ago when work was carried out in the pond area and traffic lights were in force the traffic worked most satisfactorily. Why not consider these again?</p> <p>Also, how are you going to police this restriction!</p> <p>I look forward very much for something positive being done instead of the 'usual' fudge!</p>	
<p>I wish to record my approval of the above weight limit proposal. for many years this has been a problem of heavy traffic using this village as a shortcut. With the old post office now a bread shop having queues of families outside waiting to get into the shop, right adjacent to the lorries trying to negotiate the junction this is a urgent safety issue and an environment one.</p>	
<p>As a resident on Monteswood Lane I would be concerned about the knock on effects of the proposed weight limit on the narrow lanes here, particularly Plummerden Lane. When the B2111 was closed for a number of weeks earlier this year we saw a huge increase in levels of traffic diverting via plummerden lane to get to Ardingly. This is a single track road with few passing places and led to frequent near misses around blind bends.</p> <p>If the weight limit was to come into force I would urge strong alternative route signs that diverted HGV's to avoid the B2111 altogether except for access to avoid this happening.</p>	



Whilst understanding the reasons for the proposed restrictions they fail to recognise the adverse implications for other parts of Lindfield as a result of the unwanted lorries being diverted onto another route. In short, the restrictions may appear to help one problem but in reality, they will just create another problem elsewhere.

The recent example was the closure of the Scamps Hill which highlighted the problem with traffic leaving the A272 and wanting to join the Ardingly Road. They were not able gain access to the village via Lewes Road and therefore the route that they took was off the A272 onto B2111 and right into East Mascalls Lane and at the end of Lane left into Plummerden Lane and at the end of the Lane they then either drove down Park Lane or turned right in Keysford Lane and then left into Stonecross Lane to pick up the Ardingly Road. The problem equally applies to the reverse journey from the Ardingly Rd to the A272.

Plummerden Lane is a narrow (14 ft wide) single track country road with a number of blind bends with only one poorly maintained proper passing place and two field entrances which are only suitable for cars to pass. The topography of the lane is already dangerous which means the increased use of the Lane is a big safety issue. There are high hedges and two right-angle blind bends, one of which is just before the houses. It is impossible to share long stretches of the road with another car, let alone an HGV.

Lorries (10ft wide) take up the whole of the road (see photos) and it has been a regular feature of lorries and other vehicles meeting face to face and having to back up, made doubly difficult if the vehicles in the Lane behind them have to do the same. The Scamps Hill experience also confirmed that most drivers using the Lane drive at too high a speed for safety. This led a to an increase in near collisions, especially on the blind bends.

In addition, Plummerden Lane is used by walkers and cyclists. This has increased substantially over lockdown and seems likely to continue. Large groups of club cyclists use the lane as well as parents and children, dog walkers and leisure cyclists. Footpaths cross the lane and the lane itself is used by walkers. The verges and adjoining fields and copses are full of wildlife - flora and fauna. There is already quite enough destruction of the environment happening in the area with the degradation of the verges caused by diverted traffic using them as passing places. In addition, the road itself is poorly maintained.

Whilst there may only be two families living on Plummerden Lane, it is a local amenity used by many Lindfield residents. Parents travelling to Cumnor School and Walstead School would be unhappy to meet a constant stream of lorries. The proposed restrictions should therefore not be just looked at in the context of the Lewes Road/High St junction, but also on the adverse impact these restrictions will have on Plummerden Lane, which means that traffic restrictions should also be applied to Plummerden Lane at the same time.

We should also mention there is also going to be a major increase in traffic in the near future as a result of Walstead Park development, which will further exacerbate the situation.

Lorries on Plummerden Lane:



I agree in principal with the proposal to ban HGVs of more than 7.5 tonnes along Lewes Road mainly for safety and environmental reasons for the village. However I do have some reservations:

1. Finding suitable alternative routes that do not just shift the problem to other unsuitable country or residential roads.
2. From my observations the majority of these vehicles would be rightly exempted as agricultural or for local access.
3. Any traffic surveys would have to take into account that the HGV issue is seasonal for agricultural vehicles and for construction varies with what works are going on at any one time and what stage they are at.
4. What happens with construction traffic (for example) where it originates in or very close to the regulated area? We need to set out in contracts with developers what practical arrangements can be made and ensure such agreements are adhered to.
5. How would this be controlled? CCTV?

As I started, safety and environmental issues are paramount but we need to be wary of unintended consequences. From my own observations over 24 years living on the High Street it seems that most of the heavy traffic is for local access or agricultural.



Something on SatNavs to stop non local HGVs taking a short cut or accidentally coming this way would help and we should press for this as soon as possible. We need to seek solutions that would not impact on the character of this central part of the village.	
With reference to the above as mentioned in the Middy's Town & Village News - Lindfield section, we have a problem on the B2111 at the southern end by Snowdrop Lane in Walstead. The B2111 is horrendously busy as it is (plus developers' lorries and a lot of other vehicles drive in excess of the 40mph limit once clear of Walstead "hamlet"), so if the weight limit of large vehicles is stopped on the Lewes Road between High Street and Gravelye Lane, this will surely make it even busier our end as they will come off the A272 in order the reach Fletching, unless, of cowholeurse, they continue along the A272 to the turning for Fletching at the roundabout. I realise we do not come under Lindfield Parish Council's jurisdiction but nonetheless, the plan for the weight limit is of concern.	



12-13 LINDFIELD ENTERPRISE PARK
LEWES ROAD
LINDFIELD
WEST SUSSEX RH16 2LH

☎ 01444 484044
Fax: 01444 484045
Website: www.sentinel-laboratories.com
Email: sales@sentinel-laboratories.com
Registered in Cardiff No. 2231670
VAT Reg No.: GB 492 4265 31

TRO Consultation
Lindfield Parish Council
The Clock Tower House
Lindfield Enterprise Park
Lewes Road
Lindfield
RH16 2LH

29th June 2021

Delivered by Hand

To whom it may concern,

Implementation of a Traffic Regulation Order (TRO) that would enforce a 7.5 tonne vehicle weight limit along Lewes Road (B2111) between High Street and Gravelly Lane (in both directions).

I would like to raise objections on behalf of Sentinel Laboratories Ltd to the above proposal for the above TRO implementation between the High Street and the junction with Gravelly Lane.

Whilst I do note that the proposals state 'except for local access' my concern is how enforceable is this and at what point would the TRO become a blanket ban of all vehicles over 7.5 tonne on this section of road. I am concerned that this short section of road is a location of several local business and a small Industrial Estate which employs residents from the local vicinity.

Lindfield Enterprise Park is sandwiched within the proposed TRO zone – not allowing access from either side. Had the proposals been from The High Street and end at Noahs Ark Lane I would not feel the need to object on behalf of Sentinel Laboratories Ltd. This would allow us access for larger vehicles from Gravelly Lane on the occasion we require this.

One of the reasons cited was environmental impact – requiring smaller vehicles may negatively impact the environment. If the same amount of haulage passes in this zone, albeit on smaller vehicles, this would increase the number of Goods Vehicles on the road and increase the environmental pact. This is not just locally but includes increased associated environmental costs from vehicle manufacture and parts manufacture etc.

There is currently a large Haulage Driver shortage in the UK. Increasing vehicles to smaller vehicles will put additional pressure on an already over stretched sector in crisis.

If local businesses require more vehicles to deliver goods this potential will also increase noise pollution.

Lindfield as a village has expanded significantly in the past 30 years – growing around the Enterprise Park. There currently less than 3 B6 Classification units available in Mid Sussex of an equivalent size that sit on this Estate.

These measures may have a detrimental economic impact on the businesses trading here with the potential loss of employment to the local community. It would not be possible to relocate the business without loss of employment.

I do not believe that, if trading business are lost as a result of the TRO being implemented the proposals demonstrate that this would result in a 'wider community benefit' which would suggest this would not conform to policy E2 of the Mid Sussex Local Plan.

The retention of Local Businesses is particularly important given the Government's expectation that the planning system should assist in promoting sustainable economic growth and jobs. The proposals are contrary to this key priority.


Directors: B.J. Smith, P.J. Smith, K.A.L. Browning, V.G.T. Clare



Directors: B.J. Smith, P.J. Smith, K.A.L. Browning, V.G.T. Clare



Consultation Responses- Mail Questionnaire

COMMENT	<ul style="list-style-type: none"> • Support • Neutral • Object
<p>As a non driver and living in a terrace at start of Lewes Road it s extremely dangerous to walk on the pavement where Lewes Road emerges into High Street. I have almost been knocked down by heavy vehicles mounting the pavement (see figure 1)</p>  <p>Heavy farm vehicles, especially at certain times of year, pass at speed many times a day and I can feel quite unsafe in my small cottage, as windows and door rattle.</p> <p>Difficulty in crossing the road due to long hedge obscuring the view and traffic not reducing speed.</p>	
<p>Having lived in the village for 64 years the increasing in heavy lorries has been appalling. The corner to the High Street from Lewes Road is a death trap to cars and people.</p>	

It must be stressed that the single, narrow, pavement on Lewes Road is mostly used by elderly people and families with very young children going to and from the High St in Lindfield.

The speed of the traffic is also of concern- are the speed cameras activated? They certainly should be!



Heavy traffic in Lewes Road Lindfield needs restricting. The farm tractors are terrible. I am an 85-year-old resident in Lindfield. I use a mobility scooter. I am Visually impaired but can see well enough to ride a scooter in Lindfield- The traffic is fast and a problem for me.



Consultation Responses- Stakeholder Responses

COMMENT	<ul style="list-style-type: none">• Support• Neutral• Object
<p>Haywards Heath Town Council</p> <p>CONSULTATION: LEWES ROAD B2111 – WEIGHT LIMIT RESTRICTION</p> <p>CONSULTATION RESPONSE FROM HAYWARDS HEATH TOWN COUNCIL</p> <p>The Town Council objects to this Traffic Regulation Order (TRO) application in the strongest possible terms and is disappointed that as the neighbouring council and a key stakeholder, it was not afforded some form of pre-consultation from Lindfield Parish Council.</p> <p>The Town Council has grave concerns about how the TRO, if it were adopted, would have a very negative effect upon Haywards Heath. Specifically, the accident rate along the proposed 'closure' route is about 5 or 6 vehicles over 5 years. The intended diversion route has suffered well over 200 accidents during the same time frame. (<i>Source for accident data – https://www.crashmap.co.uk</i>)</p> <p>The TRO would force polluting and damaging heavy goods vehicles (HGVs) to extend this part of their journey by exchanging a 1.4 mile route – High Street to the junction of Bedales Hill/Lewes Road – for a 3.6 mile route through Haywards Heath, effectively using the town as an HGV corridor. The proposed diversion route would also require vehicles to go past 4 schools and the Princess Royal Hospital en route to reach their required destination. The additional mileage for that route would require 148g of carbon dioxide (CO₂) minimum per HGV per kilometre, which equates to well over 0.5kg of additional CO₂ emissions from every lorry. Based on 100 vehicles, that would equal 50kg a day and 16 tonnes per annum.</p> <p>The TRO undermines the objectives of the Haywards Heath Town Centre Masterplan and moreover, the Town Council's 'Destination Haywards Heath' document upon which the Masterplan is based. Destination Haywards Heath was formulated specifically to reduce the amount of through traffic for Haywards Heath to avoid the very problems that the town is being asked to shoulder on behalf of Lindfield now.</p>	



West Sussex Fire and Rescue Service

The problem I have with the restricted weight of 7.5 Tonne is a fire appliance has an axial weight of between 12 and 18 Tonne depending on the type of appliance. If you put a weight restriction of 7.5 Tonne on the access road the Fire Crew on the fire appliance will not know why the restriction is in place and for that reason would not proceed along the route, in case there is a weakness in the road.

This then puts a considerable number on properties in-accessible to a fire appliance, which would be a serious concern in the event of a fire. Not sure how you would stop lorries passing along this route but still make it accessible to emergency vehicles, not sure a weight restriction would be the answer.



Appendix C – List of Statutory Consultees



Statutory Consultees, outside of Lindfield Parish Council:

Consultee List - Lindfield 7.5t Weight Restriction Consultation		
Name	Position	Organisation
Jonathan Ash-Edwards	Cllr	Mid Sussex
Andrew Lea	Cllr	Mid Sussex
Anthea Lea	Cllr	Mid Sussex
Garry Wall	Cllr	Mid Sussex
Mims Davies	MP	Houses of Parliament
	Parish Clerk	Ardingly
	Parish Clerk	Lindfield Rural
	Town Clerk	Haywards Heath
Richard Speller	Highways Manager	West Sussex CC
Catherine Cross	Secretary	Lindfield Preservation Society
		Metrobus
		West Sussex Fire & Rescue
		South East Coast Ambulance Service
		Sussex Police
Sophie Davies		Matthews Group
		Sussex Chamber of Commerce
		Federation of Small Businesses

Business List - Lindfield 7.5t Weight Restriction Consultation	
Organisation Name	Address
Kaycee Veterinary Products Limited	Lindfield Enterprise Park
Sentinel Laboratories Limited	Lindfield Enterprise Park
SFX Supplies And Hire Ltd	Lindfield Enterprise Park
Solus FS Limited	Lindfield Enterprise Park
AJD Instruments Limited	Lindfield Enterprise Park
Potential Personal Training Limited	Lindfield Enterprise Park
Refresh Designs Limited	Lindfield Enterprise Park
Rothwells Imports Ltd	Lindfield Enterprise Park
Saito Works Limited	Lindfield Enterprise Park
Crowlas Trading Limited	Lindfield Enterprise Park
Potential Personal Training Academy Ltd	Lindfield Enterprise Park



QUALITY

It is the policy of Project Centre to supply Services that meet or exceed our clients' expectations of Quality and Service. To this end, the Company's Quality Management System (QMS) has been structured to encompass all aspects of the Company's activities including such areas as Sales, Design and Client Service.

By adopting our QMS on all aspects of the Company, Project Centre aims to achieve the following objectives:

- Ensure a clear understanding of customer requirements;
- Ensure projects are completed to programme and within budget;
- Improve productivity by having consistent procedures;
- Increase flexibility of staff and systems through the adoption of a common approach to staff appraisal and training;
- Continually improve the standard of service we provide internally and externally;
- Achieve continuous and appropriate improvement in all aspects of the company;

Our Quality Management Manual is supported by detailed operational documentation. These relate to codes of practice, technical specifications, work instructions, Key Performance Indicators, and other relevant documentation to form a working set of documents governing the required work practices throughout the Company.

All employees are trained to understand and discharge their individual responsibilities to ensure the effective operation of the Quality Management System.



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Memberships



Contact

London Head
Office

Unit 2 Holford Yard
London
WC1X 9HD
tel: 0330 1358 950

Old Street Office

29-33 Old Street
London
EC1V 9HL

Edinburgh Office

12 Lower Gilmore
Place
Edinburgh, EH3 9NY

Brighton Office

38 Foundry Street
Brighton
BN1 4AT
tel: 01273 056 122

Manchester Office

Bartle House
Oxford Court
Manchester, M2 3WQ
tel: 0161 914 9300

Slough Office

Fourth Floor
The Urban Building
3-9 Albert Street
Slough, SL1 2BE
tel: 0330 1358 950

info@projectcentre.co.uk • www.projectcentre.co.uk