

Appendix 15a

30th July Leaflet

Roads and Traffic



What can be done?

Please come along to
a presentation by Roads and Traffic Consultant Ben
Hamilton-Ballie (as seen on BBC TV). He will spend the day
on a fact finding walk round Lavant and then outline some
ideas to help solve Lavant's road problems

St Nicholas' Church
Thursday 30th July
Presentation will start at
– 7p.m

Ben Hamilton- Baillie is a leading expert with specialist knowledge and experience of innovative solutions for traffic problems. He has unique expertise in the development of street design which can improve safety, congestion and access. In particular he has worked with rural communities to address traffic issues in villages. He has worked for South Downs National Park Authority as well as other highway authorities, government agencies and communities. **Representatives from West Sussex Highways and Chichester District Council and the police have also been invited so they can hear about the problems and Lavant's views**

Organised by Lavant Neighbourhood Plan and Lavant Parish Council. For further information visit LPC website at www.lavantparishcouncil.co.uk . **Contact** teering Group directly via lavantneighbourhoodplan@gmail.com or phone 07503 637472

Appendix 15b

Chichester Observer 30th July



Lavant's Neighbourhood Plan

Thursday 30th July... Lavant Roads and Traffic Day

Visit by Ben Hamilton-Ballie to Lavant

Chichester is changing. The number of houses being built means that the small market town, that many of us used to know is becoming more of a city and with that change comes traffic. As is the situation for many of the outlying villages, that traffic is having an unwelcome impact on rural roads and the people who live next to them – Lavant is no exception.

Organised jointly by Lavant Neighbourhood Plan and Lavant Parish Council, Roads and Traffic Consultant Ben Hamilton-Baillie will spend **the day on a fact finding walk round Lavant. He will be accompanied by six residents from Lavant** who are directly affected by the traffic issues of the A286 and the 'rat run' of Pook Lane in East Lavant.

All residents of Lavant are invited to the evening presentation. This is being held at St Nicholas' church and will start at 7.00 p.m. Ben Hamilton- Baillie will outline some ideas that might help lessen the traffic problems experienced on the A286 and Pook Lane.

Ben Hamilton- Baillie, who recently made an appearance on the BBC One Show, is a leading expert with specialist knowledge and experience of innovative solutions for traffic problems. He has unique expertise in the development of street design which can improve safety, congestion and access. In particular he has worked with rural communities to address traffic issues in villages. He has worked for the South Downs National Park Authority as well as other highway authorities, government agencies and communities.

Representatives from West Sussex Highways and Chichester District Council and the police have also been invited so they can hear about the problems and Lavant's views.

Information www.lavantparishcouncil.co.uk . Contact lavantneighbourhoodplan@gmail.com or phone **07503 637472**

Appendix 15c

Invited Participants Letter

28th June 2015



Dear ,

Visit to Lavant by traffic, transport and urban design expert Ben Hamilton –Baillie

In response to the many traffic issues that have been highlighted by the Lavant Neighbourhood Plan, Lavant Parish Council and the LNP Steering Group have commissioned traffic , transport and urban design expert Ben Hamilton –Baillie (you may have seen him on the BBC recently) to do some research and then make an evening presentation. At this he will discuss the problems and give his ideas about how to mitigate the traffic problems of the 286 and Pook Lane.

This event will take place on **Thursday 30th July** and as someone who is directly affected by the traffic on the 286 we would like to invite you to take part in the research process. This research will comprise of Ben taking a small group of invited participants on a walkabout around the village 'black spots' ; we anticipate that the walkabout will start at 11 a.m. and last for a couple of hours . Ben will use the information gathered for an evening presentation which is open to all residents in Lavant; we have also invited representatives from WSCC Highways, the Police, South Downs National Park Authority and Chichester District Council.

Yours sincerely

Caroline Reynolds
Lavant Neighbourhood Plan Steering Group
lavantneighbourhoodplan@gmail.co.uk
phone number given

Appendix 15d

Ben Hamilton Ballie Feed Back Form

Lavant Roads and Traffic - Evening Presentation Feedback



Name.....

Lavant Address.....

Please give your responses to the ideas/comments presented by Ben Hamilton-Baillie. You may wish to make a general comment on the appropriateness to Lavant.

FOCUSSING on the A286

Did Ben Hamilton-Baillie make any suggestions which you thought were particularly relevant?

Are there any other ideas, comments, suggestions that you wish to make about issues to do with the **A286**?

FOCUSSING on EAST LAVANT

Did Ben Hamilton-Baillie make any suggestions which you thought were particularly relevant?

Are there any other ideas, comments, suggestions that you wish to make about issues to do with **East Lavant**?

Thank you for your participation. Please look out for other Lavant Neighbourhood Plan Events

Appendix 15e

Ben Hamilton Ballie SG Feedback

Presentation of Ben Hamilton Baillie's Findings

The impact of traffic on the quality of public space in Lavant is a key theme in the emerging Neighbourhood Plan. On 30th July the Parish Council hosted a visit and analysis of the issues by Ben Hamilton-Baillie, director of Hamilton-Baillie Associates. Ben was the author of "Traffic in Villages – A toolkit for communities", and has also drafted the guidance for roads in the South Downs for the National Park Authority. The visit happened to coincide with the Goodwood events, so the roads were particularly busy.

At the end of the day, Ben presented an update on the key principles for ameliorating traffic in villages, together with his initial observations and recommendations, to a very well attended meeting in St. Nicholas' Church. Representatives from South Downs National Park Authority as well as 'Living Streets' were present. The presentation drew on many ideas already tried out from both the UK and mainland Europe. Ben included some local examples such as West Meon and Buriton in Hampshire, and Rogate in West Sussex. Some of us may be familiar with the crossroads in Petersfield where there are no markings and drivers have to work out for themselves who should go first and at what speed. They can do this! The new ideas focus on influencing driver expectations, speeds and behaviour. Drivers change their behaviour when they identify risks and hazards and when they see that they are no longer on a 'Highway' but are in a 'Village'

Ben noted the unusually fragmented shape of the Parish. Each area, Mid, West and East Lavant have different issues and problems. What they share is a lack of clear and distinct transition points at the village boundaries; the road markings say 'Highway' and drivers do not see any need to slow to 30.

Lavant is also unusual in not having any single clear centre, although Ben highlighted a number of important and significant places... Places such as the Pook Lane/A286 roundabout, the Earl of March pub, the main river bridge, the front of the school, and the curve outside St Nicholas Church were all reviewed, along with the village Green and Memorial, the smaller river bridges on Sheepwash Lane, and the junction of Fordwater Road with Pook Lane.

The speed and impact of the traffic on the A286 was the main focus for attention and Ben explored ways to reduce the linearity and sweeping curves, and the need to strengthen and enhance the places where pedestrians tend to cross. The geometry and marking of the junction with Sheepwash Lane, and the need to highlight the important footpaths were discussed. Ben also focused on the approach from the north, and the need to visually narrow the long, straight approach through West Lavant, especially when proposals come forward for the Industrial estate. He concluded by identifying around a dozen locations where interventions would be most effective.

There was broad agreement on the principles aimed at increasing the visibility and distinctiveness of Lavant, and the need to work up more detailed potential interventions for any future road changes or maintenance programmes. Costs were of concern, although the timescales for such changes involve long-term commitments to gradual improvements.

The Parish Council and the Neighbourhood Plan Group would like to hear from anyone who came along on the day, anyone who is affected and anyone who has experience in this area.

The Steering Group is willing to organise a mini presentations with details and images of Ben's findings if there is enough interest-let us know.

Appendix 15f

Ben Hamilton Ballie Q&A Session 30th July 2015

Ben Hamilton-Baillie

Lavant Neighbourhood Plan

Traffic Proposals

St Nicholas Church 30th July 2015

Question and Answer Session

How difficult will these plans be to implement?

Engagement of WSCC is required, SDNP also add their support. Issues are complex, but the purpose of the A286 is not to maximise speed!

Who is responsible for funding?

Lavant Parish Council will be responsible for finding the funds. The Neighbourhood Plan Steering Group is also talking to SDNP, CDC and WSCC. Ways could be found to fund the proposals, it is the parish council who is ultimately responsible. B H-B – there are now a whole range of sources of funding, in addition to local authority funding.

How much have similar schemes cost?

Similar work in West Meon parish was £60k (not sure if I captured that correctly).

What could we achieve for £60k?

Alan Taylor commented – we can't really answer that at the moment as we don't have a detailed brief.

Derek Kingaby – these were interesting proposals and represent a way forward. However the main issue in future years will be increasing traffic volume – and traffic calming will do nothing to alleviate this. The A286 is a designated truck route so it may be difficult getting these changes implemented. Deep concerns – the proposed changes may work in an area like East Lavant, but difficult to see them working on the A286, given the configuration of the road. DK thinks seeing these proposals as a reality is a long way off. Would also like to hear what WSCC think of the proposals.

The idea of the NP is that it gives the village an opportunity to bring in changes over time. We also don't want to be distracted by whatever funding may be available. The NP can be about small scale measures which accumulate over time. The NP is an opportunity to accommodate the wants and needs of the

residents. The NP does not rule out change in the future. The increasing traffic volume is well understood.

The proposals look like they could encourage traffic jams at peak times, at 'pinch points'. What is the risk of this happening?

BHB – there will be no actual changes in the width of the road through the village. The only changes are in the perception of width changes. Traffic flow may be subject to more 'stop-start' but there should be no overall increase in congestion.

Would the statutory 30mph signs be removed?

BHB – is fairly agnostic about speed limits. The more important thing is to get drivers to change their behaviour.

How would the authorities accept changes in priorities i.e. Removal of signs, white lines, etc.?

This hasn't been an issue with other schemes.

There is no mention of speed cameras. Would these make a difference?

It's doubtful if speed cameras make a difference. It's not about waging war on drivers. The idea is not to punish drivers and you don't achieve that by cameras, speed bumps, etc. This approach is more subtle.

C Turner

02 August 2015

Appendix g

Roads and Traffic Feed Back



Lavant Roads and Traffic - Evening Presentation Public Feedback

Q1 Please give your responses to the ideas/comments presented by Ben Hamilton-Baillie. You may wish to make a general comment on the appropriateness to Lavant.	
1.	Very good presentation think his proposals would work well for Lavant
2.	We thought the presentation was an eye opener and hope it will lead to some positive action to define the village and rather than emphasising the A286, enhance the different aspects of the village. His photographs (taken in only one day) were extremely revealing. Congratulations to the SG
3.	Some great ideas which should be progressed to the next stage
4.	While some of the examples were not really relevant to Lavant it did open the eyes to what could be done and some of the relevant ideas could be achieved quite easily and inexpensively
5.	Many of the comments and ideas could quite easily be incorporated into the NP to establish a village identity
6.	The presentation and ideas presented were excellent. I would like to see the ideas presented to be implemented as far as practically / financially possible to reduce the speed of traffic generally and to improve the image of the village.
7.	I liked his ideas and think they should be implemented as far as possible. They would certainly improve the village and make it more of a village not just the A286 with houses.
8.	Very interesting ideas especially changing perception of a road by use of different surfaces. Particularly appropriate to the residents views of the A286 through the village but would it be acceptable to highways if none of the other village's e g West Dean, Singleton, Cocking adopted them?
9.	Good general presentation on traffic calming which should hopefully impact on general speeds , especially in speed blackspots , however I would prefer to focus time /money on really tackling the issue by supporting the relief road
10.	Thought provoking! Use psychology rather than penalties to control drivers. Would really like to see this approach adapted in Lavant – bring back, create a heart to the village.
11.	Beguiling ideas – relevant to East Lavant failing to address problem of through traffic on an A road which is narrow , badly aligned and heavily trafficked with HGVs
12.	Excellent presentation, good variety of solutions to speeding throughout the village. Nice to have the ‘ village ’ aspect the centre of the discussion / presentation
13.	His ideas were interesting, especially areas of the road to slow down the traffic, but O wonder if they are really practical for Lavant?
14.	To put a layby in the road at Yarbook to take cars off the footpath would be better for pedestrians BUT not narrowing the road
15.	I wish BH-B had spent <i>more</i> time on the entire ‘Lavant’ issue the before and enhanced pictures of what it <i>could</i> look like would have been <i>far</i> more enlightening – he was too long in coming to our local position
16.	It was impossible to hear what the speaker was saying. If you have any further public meetings unless you have a microphone and amplifying system I will NOT be attending. When I was a teenager I was taught how to speak in public. 1 st lesson is to face your audience not talk to a screen or a side wall. Your comments on the above and future arrangements will be interesting
17.	Detailed attached (scanned) comment..
18.	Excellent presentation, very clear that roads in the Downland villages need to be redesigned. Important to influence the behaviour of drivers. I liked the idea of indication all the entry points with signs (on the road surface). Lavant is dominated by traffic. The proposed changes will help to make it a peaceful place to live in.
19.	See scanned PDF
20.	Generally interesting in how to approach the traffic issues, particularly by ‘perception’ rather than’ physical ‘changes. Ideas such as road shading are worth looking at.
21.	LEFT BLANK

FOCUSSING on the A286	
Q2 Did Ben Hamilton-Baillie make any suggestions which you thought were particularly relevant?	
1.	His idea for north approach should be applied asap. ‘ Square’ in front of St Nicholas junction of Downs Road good idea same for Pook Lane
2.	Yes, to reduce the focus on the A286 and concentrate on the village. Specifically to clarify where the village starts on the several access road; to remove the central white lines ; to change the surfaces: to reduce the signage : to delineate the parking on the A286
3.	Reducing junction width, properly indicated parking bays at Yarbrook, feature outside the 2 churches.
4.	Redesigning the sweeping bends (maybe making them right angles ?) to slow the traffic
5.	Changing driver’s perception as they enter and pass through village by using colour road surfaces and the removal of superfluous road signs. Altering wide side exits that encourage faster speeds I.e. Stoke road pass school, Sheep wash etc.
6.	To improve the area outside St Nick church (junction with West Stoke Road. Has the option of diverting / signing some traffic over the Trundle from Singleton to the roundabout at Good Wood Airfield been considered?
7.	Some traffic could be encouraged to leave the A286 at WDOAM (difficult to read these initials cd be WD @ AM = West Dean at a.m.??) and go down to roundabout by airfield – surely a better route for traffic wanting to reach the A27?
8.	See above re speeding through village – I also thought his ideas of Yarbrook were relevant and was interested in importance he placed on junction next to St Nick’s. Suggestions about the @LAVANT@ sign at start of village (or before) also very relevant
9.	Unfortunately the issue with safety for us (opposite top of Sheepwash) is regarding visibility, volume of traffic <i>and</i> speed – as we can’t see to the right when exiting our drive due to the bend so for us , sadly no but good overall for village though
10.	Yes, great options for N and S entry into villages remove current designs that encourage speed – white lines , angle of corner entry into Sheep wash Lane

11.	None!
12.	Narrowing A286 into village with village sign on it Identifying area which we have ‘ taken for granted’ with relation to road markings /junctions
13.	Yes , especially the idea about Yarbrook, tiling the area of the road for parking the cars kept on the pavement as they do now and for people crossing for and narrowing the road to stop speeding in that area
14.	Yarbrook layby
15.	Yes, many the major junctions – but would the council implement them? New on road surfaces to control speed – brilliant idea and it seems to have worked elsewhere.
16.	No comments See answer above
17.	Detailed attached (scanned) comment.
18.	Traffic segregation, especially at North entry to village. Clear parking areas. Emphasize the narrowness of rods .make pathways clear plus crossings reduce width of roads , increase public space on edges
19.	See scanned PDF
20.	The fact that it is straight through roading with generally sweeping bends means there are no straight forward solutions. Some modification to Sheepwash entries and North and South village entries should be explored
21.	LEFT BLANK

Q3 Are there any other ideas, comments, suggestions that you wish to make about issues to do with the A286?	
1.	Left blank
2.	No: it is the village that matters not the 286 No but the sudden approach to the primary school from West Lavant is very surprising and a potential source of concern(comment moved from Q5)
3.	Left blank
4.	As above , perhaps making the bend at the top of Sheepwash lane junction into a sharp angle and also by the church – maybe a mini roundabout with angled approaches to slow traffic
5.	I suggest. The speaker made the comment that the A286 was designated a heavy vehicle route t we copy other rural villages with timber gateposts and rails. These would be a modest cost to the parish and would establish a visual entry to SDNPA. I would suggest that a high percentage of traffic is in fact on route to the A27. In which case more traffic should be encouraged from Singleton over the downs to the main access to that road. This would help with the congestion in Chichester as well as benefiting Lavant
6.	We live opposite St Nicholas Church and do not consider the volume or traffic to be an issue. However, the SPEED of some of the traffic passing through Lavant on the A286 certainly is an issue
7.	I like the idea of increasing the focus on St Nickolas church by making a ‘square ‘ This church could be converted fully to a Community Centre – cheaper than building one behind the school. Our little village does not need 2 functioning churches! No to 2 community centres! (we already have Memorial Hall)
8.	We do not need a relief road. Keep the A286 and include some of Ben’s ideas. Use of footpaths at side of A286 needs to be looked at – also opportunities for pedestrians to cross road.
9.	I do feel that the issue already which will only get worse, is traffic volume. This is particularly an issue when you live on the 286, as we do. So far the only proposition re traffic volume, future proofing the village from local development, and development and industry further afield, is the relief road.
10.	Left blank
11.	Give proper in depth consideration to the only long term solution – the Relief Road. Look to the future of the village in 10, 20, 30 yrs.!
12.	Narrowing of road into village. Use of alternative road surfaces. Removal of ‘go faster stripes’ throughout village. Alteration of entrance / exit to Sheepwash Lane.
13.	Make sure the 30 mph signs are visible and not hidden by the growth of hedges and trees. Also <u>the village name is visible. What about a roundabout by Lavant Down Road turning to slow down the traffic along that straight?</u>
14.	Fit Speed cameras. See attached notes (print out of Home Office .Police Research Group. Briefing Note. cost benefit of traffic light and Speed Camera) Also attached copy of R4RR and written comment ‘ <i>then we can put in traffic calming obstacle in the middle of the road</i> ’
15.	I would like small white gates on the A286 saying ‘entering the S Downs National Park’- promoting the SDNP and, like entering the New Forest cars <u>do slow do slow down especially is deer/ boar signs!!!!</u> Yes. The gates into the SDNP on 268 vital to impression people the importance of the Sussex Downs and the entrance exit at Lavant(from Q5)
16.	No comments See answer above first question
17.	Detailed attached (scanned) comment.
18.	Wipe out all present road markings. Replace it with changes of surface and colour, particularly approaching St Mary’s and St Nicks’ Church. Force traffic to slow down through the middle. Point up all the footpaths. Create humps at N and S entry to village. (as in Holland)
19.	See scanned PDF
20.	Road shading as mentioned above
21.	LEFT BLANK

FOCUSSING on EAST LAVANT	
Q4 Did Ben Hamilton-Baillie make any suggestions which you thought were particularly relevant?	
1.	Good idea for Sheepwash lane and Pook Lane and Fordwater
2.	Yes , as above
3.	As above
4.	Yes, particularly to Sheepwash Lane altering the angles of approach and departure
5.	As above
6.	Junction opposite of St Mary’s Church to Goodwood needs improving particularly to stop traffic cutting the corner from Sheepwash to Fordwater

7.	I liked all his ideas – particularly having something in road to stop traffic cutting corner from Sheepwash to Fordwater
8.	Cutting back width of entrance to Sheepwash Lane from Pook Lane. Address junction Fordwater/ Pook Lane
9.	Left blank
10.	Again options for creating ‘village’ feel whilst slowing traffic
11.	Yes, scope for some aesthetically worthwhile alterations. Improving the environment and perhaps safety.
12.	Church junction. Bridge – road surface to give visual narrowing /reduce speed. Village sign /narrowing of entrance from E Lavant (Goodwood/Golf road)
13.	No really except the tiling idea
14.	Closing the road to general public on race days at Goodwood. Only residents to use beyond old school.
15.	Yes , on the main junction – the school /St Nicks/Sheepwash Lane/Fordwater Road/ Royal Oak junction and the visible access and signs to footpaths
16.	No comments See answer above
17.	Detailed attached (scanned) comment.
18.	Re align road opposite the path up to St Mary’s opposite road to Fordwater – with a strong roundabout.
19.	See scanned PDF
20.	The modifications around the Royal Oak were interesting but I am not sure they will make much difference. The possible priority changes at Fordwater Road junction may be worth investigating.
21.	LEFT BLANK

Q5 Are there any other ideas, comments, suggestions that you wish to make about issues to do with EAST LAVANT	
1.	No parking at pinch point outside of pub. plenty of room in car park
2.	Comment moved to Q3 as more relevant there.
3.	Left blank
4.	Again with Sheepwash Lane. One morning about 6 am I watch a car speed along and up the one-way to the 286, just to avoid driving around MAYBE SHEEPWASH COULD BE MADE A DEAD END WITH JUST VEHICULAR ACCESS TO THE HOUSE (BURCHES) AND PEDESTRIAN CYCLISTS
5.	As above
6.	LEFT BLANK
7.	LEFT BLANK
8.	Traffic / parking on stretch of Pook Lane from St Mary’s to Royal Oak needs tackling, especially during Goodwood events. I liked the use of traffic cones at rear of parked cars last weekend.
9.	Left blank
10.	Left blank
11.	No
12.	Narrowing / village sign from Goodwood straight
13.	Apart from cutting down those 2 big trees , which make the road so narrow when turning right en route for the Lavant straight I cannot see how to improve that area and widen the road
14.	Make it one way in and out to relieve traffic problems and narrow roads
15.	Comment moved to Q3 as about 286
16.	No comments See answer above
17.	Detailed attached (scanned) comment.
18.	Close off entry to Sheepwash Lane from 286 Emphasise 2 fine bridges. Remove all road markings. Make it part of Village green
19.	See scanned PDF
20.	LEFT BLANK
21.	Footpath on top part of Pook Lane up to A286 please possible widen road

Appendix 15h

Further Residents Feedback from Walkabout

RESPONSE 1

Dear Steering Group

Lavant walk with Ben and the steering group

Firstly many thanks for inviting me along, I found it an interesting walk and it was good to listen to the various different village resident's thoughts and ideas.

Since the walk and hearing the evening presentation from Ben I have continued to look at the areas of concerns when I have passed them. Like all these things there is never a total fix to the problems.

Below are my comments from the day,

Lavant is a reasonable size village with most of the houses situated on one side (north) of the main road,

As we all know there are three types of road in Lavant

1. One A class road. The main A286 trunk road between Chichester and Midhurst. This is the main through road taking the majority of traffic both large and small, apart from access all LGV need to follow this route, this keeps them mainly off all the other smaller roads. There are various types of houses for the full length in the village and these have different parking and crossing problems. The road is not straight and there are some pinch points where larger vehicles find it difficult to pass, there are various reasons for this but all in all the current traffic numbers flow through well.

There is a footpath for the full length of the A286 while in the village, this is only on one side of the road, and crosses at the dangerous junction of Sheep Wash Lane

I don't think much can be done to this road, a lot of the traffic planning that Ben spoke about would not suit Lavant, any calming etc will slow the traffic and then cause delays, I don't think that's what we want. I took on board his comments about the speeding into and out of the village as there seems little indication where the village starts and ends. Having the field opposite Yardbrook at one end and the opens fields on the south side, the smaller roads also show little of this.

2. The link roads, Pook Lane, Sheepwash, Hunters Race, Stoke Road. These roads are used for local car traffic movements but they have seen a large increase in through traffic, (and will see an even larger increase with the continuing house building in the Chichester area) this being from the East to the West sides of Chichester.

Ben spoke about ways to help control this traffic by changing road marking etc. I don't think these changes will cut back the traffic volumes but it MIGHT help road safety

3. The Housing estates and smaller lanes Lower Road, etc. These are only used by residents and create their own problems, but do not have the same through traffic problems that the two above have. These were not looked at as they don't cause the safety problems.

A lot of the solutions that Ben spoke about were for smaller villages without the main trunk road passing through, creating village centres and open spaces in the road where pedestrians can walk freely without fear of getting run over is not possible with the road as it is, a lot of what he showed was smaller traffic flow or areas that had some type of by pass.

As I mentioned I did find the day interesting, with the continuing volumes of traffic that use the village and the future new builds we have to provide I can only see the way to improve the safety on the A286 is to build a relief road, this is something that Ben did indicate, I agree with him once you have moved the major traffic issues you can then open up the roads and use the traffic planning he was showing at the presentation.

Having lived in Lavant for my first 25 Years and just returned to the village after 25 years away I have seen the traffic volumes increase massively during these times. The plans and options we are looking at need to stand this same type of time scale, if we fail to make a bold decision on where and how we deliver the houses needed it could affect the village in the coming years

RESPONSE TO THE MEETING IN ST. NICHOLAS CHURCH REGARDING VILLAGE TRAFFIC

From: Jill and Geoffrey Claridge

We feel that the meeting was very worth while, interesting and thought provoking with many good suggestions for consideration.

It was a pity that the acoustics in the church are so poor that only people in the front rows could hear the speaker and the west windows severely cut down the clarity of the projected images. Similarly, the questions and answers were mainly inaudible although a number of them appeared to deal with quite seriously held concerns.

It would be helpful if a brief résumé of the main suggestions for traffic calming could be circulated as a leaflet, perhaps illustrated by one or two simple sketches.

It is important to emphasise that many of the suggestions, which experience shows have worked elsewhere, are visual rather than physical and need not, therefore be unduly expensive.

If the village as a whole decides to go along with the suggestions put before it, considerable pressure will need to be maintained on the highway authorities as well as other interest groups (ie. Road haulier associations, bus companies, etc.)

Dealing with the major suggestions made, comments are as follows:-

1. The A286 travelling north. - There is no clear indication of an entrance to the village near the road junction with Pook Lane. This should be reinforced. In fact, the

historic Turnpike Cottage (painted blue) marks the historic entrance. A good road sign of a traditional nature "You are now entering the historic village of Lavant" with a section of the road ideally marked out with buff coloured pavements and with buff coloured tarmac or gravel would make it clear to all users that here was something unusual and to take note of.

2. A similar marking possibly opposite the Earl of March pub would not only emphasise pedestrian users in and out of the pub but also serve to slow traffic on this section of the road. A visual marking on the road by colouring might give the illusion of a narrower road slowing traffic but without impeding its progress.

3. Road marking to give the illusion of road narrowing over the railway bridge would be helpful so that through traffic might well tend to hesitate a little.

4. The junction of roads on the St. Nicholas Church corner could be marked out in much the same way as suggestion 1 above but possibly with additional bollards, posts, etc. The illusion being that this is not a high speed corner but one that requires careful negotiation by all road users.

5. On the northern exit road colouring, planting on either side of the verges and similar measures particularly including paving colours where there are turn-ins to housing and the industrial estate.

6. The entrance from the east into the village leading up to the Royal Oak public house could be marked out in a similar manner to the other areas. The road is comparatively narrow but the junction opposite St. Mary's church and the turning leading past Church Farm towards Fordwater should be marked out as paragraph 1 above.

It might be possible to negotiate a lay-by on the open land to the south of the church at least to provide disabled persons parking and even if this did not solve a parking problem it could help to indicate that this was the village centre and not just a through route.

7. The junctions of Pook Lane and Sheepwash Lane by the War Memorial need re-alignment so that the high speed curved line from Sheepwash over the bridge would lose its prominence and thought could be given to re-assessing the setting of the War Memorial where perhaps some money could be found for a small paved square.

8. The layout of the school entrance on the West Stoke road should be reconsidered. The informal line of cars parked on the verge at school leaving time is inelegant and unsafe. The school does not have a well defined entrance layout. It needs re-design and some marking on the road as previous areas should be considered.

9. In the same way that an entry sign "This is Lavant, etc." signs should be placed at the north, east and west entry points.

10. The whole question of shared surfaces, that is to say where there is a lesser distinction between highway and pavement or footpath is created, so that each road user has equal importance and the vehicular traffic instinctively has the feeling that it has to take account of pedestrian users of all sorts.

11. Road signs should be kept to a minimum to avoid the feeling of clutter that is already appearing in the village.

Formal pedestrian crossings may not be possible but the introduction of coloured areas with the hint that these are quasi shared surfaces with possibly a sign indicating that pedestrians have priority would at least in part solve this problem.

CONCLUSION All of the above are no more than a repetition of the suggestions put forward by Mr. Ben Hamilton Baillie whose grasp of the problem is first class. It is our opinion that if as many of his recommendations of which the above is a resume could be adopted, there should be a significant improvement in the built environment and the public spaces now often referred to as the public realm would be more congenial. If the atmosphere of a strip of tarmac divided by double white lines and flanked by grass verges was changed to one where there was a wider feeling of access but marked out in the way suggested the village would be a better and more satisfactory space. Shared spaces only separated from each other by paving colours varied paving materials have proved to be both acceptable and safe.

It may be that in the much longer term heavy traffic will need to be removed from the village but this will require a more strategic study of the road pattern. The anonymous suggestion for a relief road does not address the junction points at north and south and nor does it deal with the increased traffic that a so called relief road would engender. Building houses on either side (or even one side) of such a road would run the severe risk of making Lavant into no more than a suburb of Chichester. The suggestion made of a northern east-west bypass has been previously examined on two or three occasions and found wanting. This is no place to discuss this but suffice it to say that the Secretary of State decided that improvements and modifications to the existing southern route was his preferred option and planning decisions have proceeded on that basis. A recent planning appeal decision emphasized the necessity to maintain the undeveloped land between Lavant and Summersdale.

By emphasizing the unique qualities of Lavant by the traffic calming and environment improvements suggested, the problems can at least be eased in a measurable period of time.

Mr. Hamilton-Baillie is to be congratulated on his grasp of the problem and his suggested treatment, the main points of which are repeated here.

We, as residents of Lavant, urge that full consideration of an acceptance of his suggestions are adopted.

Appendix 15i

Lavant BHB Report

Lavant Observations from visit 30th July 2015

The impact of traffic on the quality of public space in Lavant is a key theme in the emerging Neighbourhood Plan. On 30th July the Parish Council hosted a visit and analysis of the issues by Ben Hamilton-Baillie, director of Hamilton-Baillie Associates. Ben was the author of “Traffic in Villages – A toolkit for communities”, and has also drafted the guidance for roads in the South Downs for the National Park Authority. The visit happened to coincide with the Goodwood events, so the roads were particularly busy.

At the end of the day, Ben presented an update on the key principles for ameliorating traffic in villages, together with his initial observations and recommendations, to a very well attended meeting in St. Nicholas’ Church. Representatives from the National Park Authority as well as ‘Living Streets’ were present. The presentation drew on many precedents from both the UK and mainland Europe, all focused on influencing driver expectations, speeds and behaviour. These included examples such as West Meon and Buriton in Hampshire, and Rogate in West Sussex.

Ben noted the unusually fragmented shape of the village, and the difficulties this presented in providing clear and distinct transition points at the village boundaries. Lavant is unusual in not having any single clear centre, although Ben highlighted a number of important and significant places. He pointed out the importance of reinforcing the distinctive qualities of such places, and the need for clear gateways to differentiate the adjoining highways from the village context. Places such as the Pook Lane roundabout, the Earl of March pub, the main river bridge, the front of the school, and the curve outside St Nicholas Church were all reviewed, along with the village Green and Memorial, the smaller river bridges on Sheepwash Lane, and the junction of Fordwater Road with Pook Lane.

The speed and impact of the traffic on the A286 was the main focus for attention, exploring ways to reduce the linearity and sweeping curves, and the need to strengthen and enhance the places where pedestrians tend to cross. The geometry and marking of the junction with Sheepwash Lane, and the need to highlight the important footpaths were discussed. Ben also focused on the approach from the north, and the need to visually narrow the long, straight approach through West Lavant, especially when proposals come forward for the industrial estate. He concluded by identifying around a dozen locations where interventions would be most effective.

There was broad agreement on the principles aimed at increasing the visibility and distinctiveness of Lavant, and the need to work up more detailed potential interventions for any future road changes or maintenance programmes. Costs were of concern, although the timescales for such changes involve long-term commitments to gradual improvements. Further feedback from those in attendance is welcomed.

Appendix 15j

Neighbourhood Plan Traffic Meeting Notes 10 September 2015

	<h1>LAVANT NEIGHBOURHOOD PLAN</h1>
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NP.trafficmtgnotes.10sep15

Meeting Notes

*These Meeting Notes have been prepared for the sole benefit, use and information of the attendees. Liability in respect of the information contained will not extend to any third party.
E+OE*

PURPOSE	For the LPC and the NP Steering Group to understand the realistic and deliverable options to improve the existing road system in Lavant.
VENUE	Lavant Room St Mary's Church East Lavant
DATE + TIME	10/Sept2015 1100-1300
ATTENDEES	<p>Lavant PC (LPC)</p> <ul style="list-style-type: none"> • Ian Hutton • Robert Newman (Chair of this meeting) • Adrian Blades (ABI) <p>Lavant NP Steering Group (SG)</p> <ul style="list-style-type: none"> • Alan Taylor • Nick Reynolds <p>Lavant Residents (LR)</p> <ul style="list-style-type: none"> • Derek Kingaby • David Bevan-Thomas <p>WSCC</p> <ul style="list-style-type: none"> • Jeremy Hunt – WSCC councillor • Joel Sykes – Area Highways manager • Peter Lawrence – Principal Community Officer • Ross Shepherd – Community Officer <p>CDC</p> <ul style="list-style-type: none"> • Valerie Dobson – NP Officer <p>SDNPA</p> <ul style="list-style-type: none"> • Nat Belderson – Link Officer • Andie Beattie (ABe)– People + Places manager

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ITEM	TOPIC	ACTION/COMMENTS
1.0	INTRODUCTION	
1.1	<p>RN welcomed and thanked everyone for attending and confirmed the purpose of the meeting and in particular:</p> <ul style="list-style-type: none"> • through the NP consultation spanning 2 yrs with the community Traffic mitigation had featured highly and there was a desire to include this in The NP albeit that this might have to feather in an Annex as it is not part of land development which is the core to the NP. 	

	<ul style="list-style-type: none"> As the result of discussion with the SDNPA, Ben Hamilton-Bailey had been appointed by the LPC and had conducted an initial survey followed by a presentation to 90+ residents on ideas and options to consider. 	
2.0	WSCC HIGHWAYS PLANS FOR LAVANT AND THE SURROUNDING AREA	
2.1	JS: referred to Briefing Note attached (see below).	
3.0	INITIAL THOUGHTS ARISING FROM HAMILTON-BAILEY PRESENTATION TO LAVANT RESIDENTS	
3.1	NR: made a short presentation of the H-B presentation as a catalyst for discussion on the key issues in relation to the implementation of improvements to the A286 and other local roads	
3.2	<p>NB: asked what plans LPC have to extend the work with H-B.</p> <p>NR: said that the first 'port of call' was to determine the scope required.</p> <p>AT: said that funding would be an issue and NB said that some limited might be forthcoming from the SDNPA.</p> <p>NB: Benefit in getting external advice to develop a strategy and SDNPA could provide some funding.</p> <p>IH: suggested that LPC might be able to make available some funding and that WSCC and CDC would be asked.</p>	SG/SDNPA
3.3	<p>JH: referred to the core issues facing the community re roads:</p> <ul style="list-style-type: none"> Actual/ Perception of speeding Rat run via Pook La and East Lavant On road parking at Yarbrook. 	
3.4	<p>JS: referred to Rogate which attracted a £10k fee paid partially by WSCC at that time. Such funding no longer available.</p> <p>WSCC happy with some but not all of recommendations eg no street lighting, road width, etc.</p> <p>WSCC commissioned ?CH2mHill to check out engineering aspects and H-B then re-engineered there scheme. Implementation cost c.£0.5m</p> <p>JS now reviewing to see if proposals can be scaled back / value engineered to what is (financially) deliverable.</p> <p>JS happy to review with the Lavant SG in due course as to what could be done.</p>	JS/LNP SG
3.5	<p>RN: asked if WSCC is the 'gatekeeper' then why do we have to pay a consultant?</p> <p>JH/JS confirmed that there are few resources and no funding available although JS confirmed that he was happy to provide advice.</p>	
3.6	<p>ABe: 'Roads in the South Downs' has been published by the SDNPA which is the result of working with local authorities to bring forward a guidance document. Not easy to get public money and therefore local funding important (precepts or other fund raising schemes).</p> <p>Lavant NP not constrained by S106 as CIL money can be available from elsewhere (after SDNP Local Plan adoption)</p>	
3.7	Consensus is that always up against regulations and guidance but as guidance is just that then Lavant should feel free to submit projects (eg gateways) and WSCC will review primarily for safety issues.	
3.8	Considered advantageous for Lavant to appoint a person to carry out that work such that any proposal is properly supported by a reasoned argument.	
3.9	All agreed that speed needs to be moderated by the characteristics and	

	<p>environment of the road and not by dictat or multiple signage.</p> <p>VD: Drivers have to think.</p> <p>JH: JS is supportive to such changes and will do what he can.</p>	
3.10	<p>DK: "Does WSCC see traffic calming as beguiling?"</p> <p>JS: On an A road cannot do (eg) sleeping policeman and therefore other solutions need to be found perhaps incrementally which can all help:</p> <ul style="list-style-type: none"> • Surfaces • Gateways • Borders to the carriageway 	
3.11	<p>JS: recommended West Meon to view as a proposal acceptable to HCC</p> <p>PL: suggested something physical (eg gateways) important – costs including maintenance would be down to LPC.</p>	
3.12	<p>AT: what is the view on safety on the A286?</p> <p>JS: state that WSCC monitor accidents – only 2 minor ones in the recent past.</p>	
3.13	<p>ABe: Perception is important – the sharing of roads</p> <p>JS: Sussex safer roads website worth reviewing</p>	
4.0	AoB	
4.1	<p>JS: will advise LPC when Rogate studies concluded to see what can usefully be used</p>	JS
4.2	<p>DK: leads a group trying to press for a Relief Road.</p> <ul style="list-style-type: none"> • Recognise difficulties dealing with the Statutory Authorities • When would be a good time to discuss with WSCC as needs to be bottomed out now? • Would be funded by housing development – maybe 100 houses • Recognise that for some people this might not be acceptable <p>ABe: DEFRA have been clear: no new roads in National Parks unless there is an over-arching case for economic development.</p> <p>AT: Asked is this a waste of time or can WSCC/SDNPA give guidance on who DK to talk to.</p> <p>JS: Long and deep discussions with SDNPA would be required. Pointed out that the Bonor Relief Rd needed "100s of houses to generate the road building"</p> <p>ABe: A27 Arundel bypass was 50/50 split with councillors. View would be conserve and enhance and retain special qualities of the NP. Key factor is inspirational landscapes and therefore need to demonstrate how a road would positively improve the landscape – evidence needed. Over riding priority is conservation of the environment and altho socio-economic principal is Purpose 2 it is 'trumped' by Purpose 1</p> <p>JS: suggested discussion with Jeremy Hunt in the first instance and then with Lucy in JS department and the SDNPA.</p> <p>NR: the completion of the NP at the earliest opportunity is a requirement of the LPC and therefore this is being progressed on the basis of mitigation of problems on the existing network. Believed that the traffic issues can only be incorporated as an Annexe to the Plan and could not be a core part of the policies.</p>	
	<p>ABl: With the cuts and no money the message is DiY. Clear guidance was needed as to what residents can/ cannot do. It was however agreed that LPC should approach WSCC n(JS) on the basis of what they wish to do</p>	
	<p>RN: Thanked everyone for attending</p>	

Briefing Note from WSCC – Refer Item 1:

HANDED NER RT. WSCC MTC. 10/SEPT/15.

East / West bypass: It is likely that this is referring to options for the A27 Chichester major scheme. Highways England are developing 6 options to improve the A27 at Chichester to alleviate issues on the existing A27. An option being considered is for a new route north of the City which would have some impact on the parish of Lavant. Details of the options are not currently available and no preferred option has yet been selected, so it would be premature for the Neighbourhood Plan to consider the implications of a new route for A27. Public consultation on options is planned for winter 2015/16 and it is currently anticipated that a preferred option will be announced in spring 2016. If a new route north of the City were to be selected, it would then be necessary for the Neighbourhood Plan working group to consider the implications. Specific enquiries about the A27 Chichester scheme should be directed towards Highways England.

Traffic mitigation arising from Chichester developments: The Chichester Local Plan: Key Policies 2014-2029 was adopted in July this year. The Plan is supported by a transport evidence base including the Transport Study of Strategic Development Options and Sustainable Transport Measures (Jacobs, 2013). This study assesses the potential impact of Local Plan housing and employment development on the highway network and identifies a package of mitigation measures. The evidence supporting this package of measures has informed the Chichester Infrastructure Delivery Plan (IDP), draft Chichester Infrastructure Business Plan (IBP) and evidence submitted as part of individual planning applications. The transport study and IDP can be accessed via the following link under 'Infrastructure':

<http://www.chichester.gov.uk/studies>

It should be noted that developers will not be expected to solve existing problems on the highway network, as the planning system only requires that new development should not make existing problems severely worse. As Local Plan development proposals come forward however, we will consider these issues when informing the design of mitigation packages. If there are local aspirations to address existing issues, appropriate solutions could be identified through the preparation of the Neighbourhood Plan. These solutions would need to be proportionate to the scale of problem.

North / south relief road west of Lavant: The A286 Lavant Bypass was a County Council approved scheme from 1989, but it was rescinded in February 2013. The reason was partly because there is unlikely to be a sufficient level of development locally to fund a scheme. It was also recognised that the route passed through the South Downs National Park. Accordingly, it was rescinded due to the impact on the National Park not just because there was a lack of development in the area that would contribute to the funding of the scheme. The Neighbourhood Forum has since been advised by the County Council that the proposed levels of development in Lavant would be insufficient to generate the level of funding required for a relief road. The Neighbourhood Forum has been advised to seek improvements to the A286 that are proportionate to the scale of the issues.

Funding of off-site works from Chichester housing developments: Once Chichester DC has adopted the Community Infrastructure Levy (CIL), new housing development in the Chichester Local Plan area will be expected to pay a CIL charge and section 106 requirements will be scaled back to those matters that are directly related to a specific site. It is anticipated that off-site works to the local transport network will be funded in part by CIL. The draft Chichester Infrastructure Business Plan (IBP) sets out the proposed priorities for spending CIL over the next five years. It is understood that Chichester DC will be consulting the parish councils and other stakeholders on the draft IBP next month. The County Council will also be working with the South Downs National Park Authority to identify transport infrastructure requirements as the preparation of its Local Plan progresses.