

# COMMUNITY ROAD + ROADSIDE IMPROVEMENTS

## A Vision for East Lavant – June 2025

### PART 1 of 2 - Roads Matter



*One (of many) problems in East Lavant 16/April 2025*

## THERE ARE NO EFFECTIVE TRAFFIC CALMING MEASURES IN EAST LAVANT

This Report evaluates the **causes** and means to redress the balance between people and vehicles to ensure a safer, healthier, more sustainable environment fit for the 21<sup>st</sup> century

*“We know we can’t turn back the clock, but we believe it is possible to recreate some of the calm of previous years, without unduly impacting on journey times; it is possible to reverse some of the more damaging effects of the 1960s idea of keeping pedestrians away from traffic; and it is possible to create an environment in which pedestrians, cyclists and horse-riders feel safe to share the space with motorists – for the benefit of everyone.”*

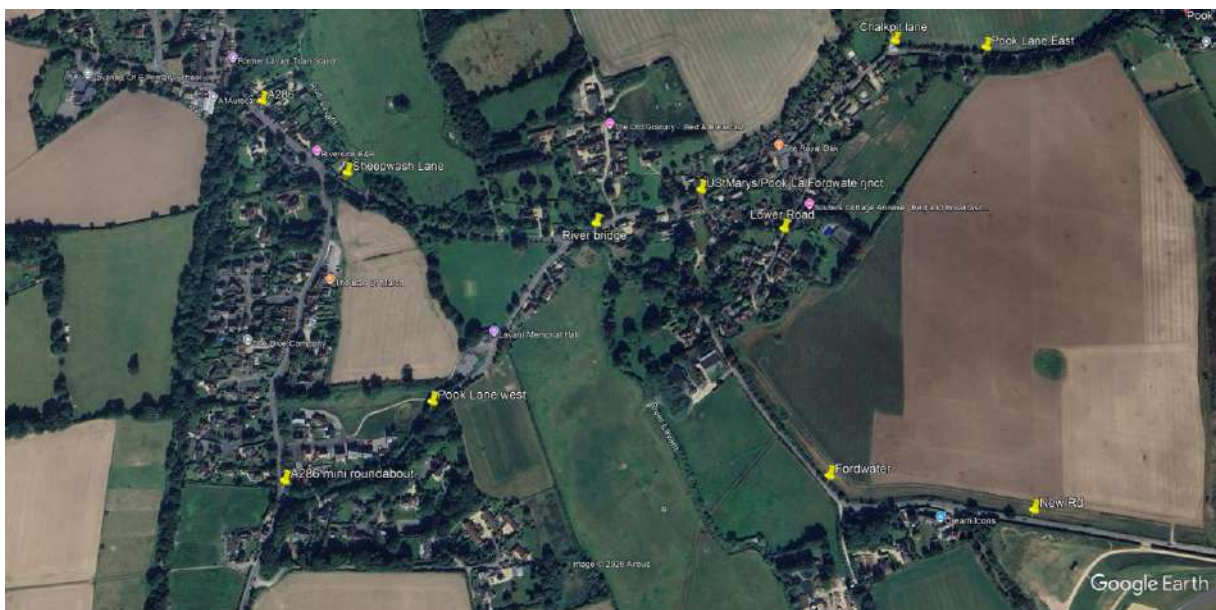




## Location Plans



## Google Earth shot of key places identified



## **E+OE**

*This document of 2 parts has been prepared for the sole use of Lavant Parish Council by CHIL (Community Highway Improvements Lavant). It sets out a vision for sustainable improvements to the roads and roadside areas in East Lavant. It is underpinned by consultation and a focus on what is achievable and deliverable.*

*It has been prepared and researched by local residents and Parish Councillors in consultation with neighbouring Parishes and discussed in draft with WSCC Highways and Jeremy Hunt WSCC Chichester North Councillor. Lessons are applied from further afield in the UK and Europe*

*Nick Reynolds CHIL Lead (East Lavant)*

## **ACKNOWLEDGEMENTS**

CHIL appreciates the support and assistance received from members of Singleton Parish Council, Boxgrove/Halnaker Parish Council, Jeremy Hunt, County Councillor for Chichester North, local residents and representatives from local businesses including a road haulier.

## **CONTENTS**

- 1. PURPOSE**
- 2. SCOPE**
- 3. PREAMBLE**
- 4. THE WORK OF CHIL**
- 5. THE MAIN ISSUES**
- 6. GENERATING IDEAS**
- 7. THE CONTEXT**
- 8. SOLUTIONS AND OPPORTUNITIES TO DELIVER IMPROVEMENTS**

## **1. PURPOSE**

**1.1 To provide LPC with the evidential background of the CHIL study for East Lavant.** To form the basis for an application by LPC to WSCC for funding under the Community Highways Scheme and other sources of funding.

**1.2 To provide a strategy and opportunities for improvements to the roads and roadside areas** within East Lavant. These proposals will mitigate adverse and severe impacts incurred as the result of large volumes of through traffic.

**1.3 To achieve a rebalancing of the impact of vehicular traffic with all other road users** and the community through which it passes. Use by others will be made safer, with improved air quality, with less physical destruction and fewer accidents.

## **2. SCOPE**

**2.1 This Phase 1 study for Lavant covers the necessary improvements to East Lavant roads** between the A286 to the west, Kennel Hill to the east and New Road (the Lavant Straight) to the South.

Many of the general environmental impacts highlighted will apply to other areas of Lavant, albeit the particular improvements in other areas will differ in detail.

## **3. PREAMBLE**

### **3.1 The escalation in Traffic congestion + environmental degradation**

**3.1.1** In 2018, following its offer of c£350m, National Highways failed to reach agreement with WSCC and CDC on a project to upgrade the A27 junctions at Chichester and thereby mitigate the impact of increasing congestion. There was no other source of similar funding available.

The subsequent impact on Lavant (and other outlying villages) was predictable as drivers, facilitated by SatNav, seek to avoid severe congestion on the A27 when travelling east /west.

**3.1.2** The policy of successive WSCC Transport Plans to improve the performance of the A27 in a sustainable and affordable way has not been effectively implemented. Meanwhile the continuing development in the area continues to exacerbate an already dire situation of an inadequate road infrastructure.

**3.1.3** The volume of traffic as evidenced by the *Lavant Speedwatch Group* since 2018 and the many complaints received have confirmed that the roads through the rural village of East Lavant have become a de-factor E-W Chichester Bypass. They are no longer fit for purpose. The post Covid diminution of traffic has not materialised but has increased.

**3.1.4** With the recent cancellation of the Arundel Bypass (which was always a precursor to the work at Chichester) there is now no certainty as to the work schedule for upgrading the A27 in Chichester to mitigate the congestion in the foreseeable future.

Thus, the only certainty is uncertainty as to when the impasse will be resolved. The traffic in the outlying villages can only get worse and the gridlocks and environmental impact more frequent.

### **3.2 National and Local Policy**

**3.2.1** National Highways have stated: ‘We want our roads to work more harmoniously with the communities that live alongside them, and the built, natural and historic environments that surround them.’ This is a seismic shift from the traditional approach of ‘predict and provide’ whereby future road capacity was based on unreliable and changing traffic predictions.

**3.2.2** From 26 January 2025 the NPPF created a national position that a positive vision-led approach to transport is expected, and that developers and Local Authorities need to create their desired vision and then promote schemes and Local Plans which achieve this.

**3.2.3** CHIL’s proposals are thus entirely consistent with the policies of National Highways (and therefore WSCC) with a move towards a more holistic and sustainable approach to traffic planning. In particular the mitigation of the adverse impacts of increasing traffic on communities.

**3.2.4** Lavant is primarily within the South Downs National Park and thus the vision of LPC will reflect the long-term SDNP plan (to be created in partnership with local authorities and stakeholders).

This will set out a vision for a high-quality, inclusive network of routes that make walking, wheeling, and cycling safer, easier, and more attractive across the National Park and surrounding communities.

### **3.3 Taking the initiative**

**3.3.1** The Lavant Neighbourhood Development Plan (LNDP) was made in 2018. It has proved to be a robust and positive influence in determining predatory planning applications and appeals consistent with the policies made.

**3.3.2** During the wide, comprehensive consultation process for the LNDP there was unanimity for solutions to mitigate the detrimental impact of the roads on the community.

However, despite being included in the submission to the Planning Inspector, proposals for roads were disallowed with the exception of access and capacity relating to the particular development sites.

**3.3.3** Since that time the perceived and measurable increase in traffic volume and the type of vehicles through the village of Lavant as a whole, but especially along the lanes of East Lavant (Pook Lane, Fordwater Road, Sheepwash Lane, Lower Road) has made a notable impact on the lives of the community.

Lanes that were largely shared space by vehicles, walkers, cyclists, and equestrians are now heavily used as rat-runs for vehicular traffic and have become the prerogative of motorists and forbidding to others.

**3.3.4** This is not acceptable to the community and there needs to be a locally driven, affordable and pragmatic solution. This will remove the discussion from the wider political and economic arena and is a natural sequel to the extant LNDP.

### 3.4 LPC Support for CHIL's Work

**The Lavant community** are passionate about conserving the village's rich heritage and character whilst equipping it for the future. Extensive community engagement events were conducted when generating Lavant's Neighbourhood Development Plan (LNDP).

Many concerns were raised by residents regarding ever increasing traffic volumes and consequent adverse environmental degradation and safety issues. The very character and safety of the village has been diminished. These impacts run directly contrary to the aspirations of the LNDP



*One of the many meetings at which traffic concerns have been raised.*



## Compliance with LNDP Policy 20

### *LNDP Draft Policy 20*

The concept of shared space, thereby not letting traffic dominate the pedestrian environment, emerged from the several consultations. The issue of perceived and actual speed of the traffic through Lavant has been a prominent concern raised throughout.

There is clearly a need to recognise and respond to the legitimate voice of Lavant's community. During the production of the LNDP, a draft policy (Draft policy 20) was created to respond to the community's declared concerns relating to traffic.

However, given that roads and traffic issues are not accepted as topics for inclusion in Neighbourhood Development Plans, the policy was removed from the LNDP prior to submission. Nevertheless, the draft policy responds to the community's concerns as raised during the extensive consultation phase of the LNDP and remains valid.

#### **POLICY LNDP20 – Effective Traffic Management**

Development proposals that require the creation/alterations of roads will comply with the following :

- 1) Preserve historic roadside features (such as distinctive fingerposts, milestones, unusual materials, post and telephone boxes, nameplates, war memorials, etc.)
- 2) Only provide appropriately located and essential signage that responds to the surrounding environment.
- 3) Contain measures to reduce the actual or apparent width of the road. These measures could include an absence of road markings, actual narrowing of the carriageway road, careful use of materials, etc.
- 4) Identify and strengthen the main entry points to the villages to achieve a clear transition between higher speed roads and the village itself.
- 5) Incorporate measures to highlight the activities and presence of the community, creating spaces for all non-vehicular road users (inc. pedestrians, cyclists, and horse riders) to enjoy.



*Traffic build up in the Pook Lane bottleneck contrary to Policy LNDP20*

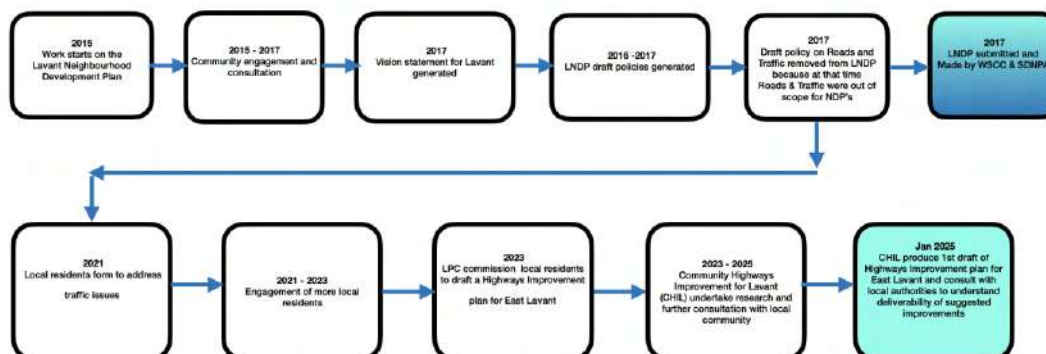
**Lavant Parish Council** have explicit and evidential community support for traffic calming measures going back to 2015 when data was collected for the LNDP. The draft policy and the community support for responding to traffic issues within the village have usefully informed this document.

Since 2015 our WSCC councillor has been a strong advocate of LPCs intentions to improve road safety. CHIL also has support from our CDC councillor, other Parish Councils and local businesses who have helped to inform us of the improvement proposals contained in this document.

East Lavant's community is frustrated that too little has been done to mitigate the adverse consequences of traffic including air pollution, inappropriate speeds, excessive traffic volumes, noise and the general disregard for the safety of non-vehicle road users by drivers.

**LPC CHIL believe that, when delivered, the improvement proposals contained within this document will serve to redress the balance between traffic and people and Lavant will become once again a more pleasant place in which to live, work and visit.**

## Lavant Highways Improvement Plan - the journey so far.....



## **4. THE WORK OF CHIL**

### **4.1 CHIL (Community Highways in Lavant) was formed by a group of volunteers in 2022.**

Collectively they have experience and expertise in the built, landscape, historic and ecological environment of the village.

The group also have access to traffic engineering expertise, have derived the benefit of experience from locally based hauliers, business and landowners as well as information from many years activity of the Lavant Community Speedwatch group and dialogue with Boxgrove /Halnaker and Singleton Parish Councils and others.

CHIL know the village well and have played key roles in the research, consultation and writing of the LNDP, the successful challenging at Appeal of 2 significant opportunistic planning applications that were non-compliant with the LNDP (at a time when the local plans of CDC and SDNP were not finalised) and successfully preventing the re-opening of previous gravel extraction at Hunters Race when there was no credible plan for off-site transportation.

### **4.2 Scope**

The complexity of preparing an affordable and deliverable vision for Lavant's traffic calming proposals indicated that this would best be achieved in 2 Phases. This Phase 1 document relates to East Lavant which has seen the main changes in traffic volumes. The approach has been supported by WSCC in view of annual financial constraints.

### **4.3 The Starting Point**

East Lavant is a place where people live. But the ability of residents and others to carry out social interaction with neighbours and the enjoyment of many visitors has been eroded.

Many of those who drive through the village view the distinct community as merely a set of thoroughfares, a way to get from A to B as quickly as possible. They have no connection with the village so speed, erode the verges, pollute the atmosphere and increase the ambient noise. The sizes of vehicles are out of scale with the roads. Safety is sacrificed on the altar of the satnav.

**4.4 The primary objective of CHIL is therefore to provide an over-arching vision** for a safer, less polluting and more sustainable environment and to enable and to allow the lanes once more also to be for the social benefit of residents and visitors to the SDNP.

There are plenty of National and International Road traffic calming schemes that have done much to ameliorate this type of situation and enhance the village environment. In common with many local rural communities which have been faced with similar threats to their cohesion, we believe that much could be done in mitigation of the impact of traffic by some or all of the following:

- **a review of appropriate speed limits** not based simply on algorithms. Enforcement needs to be by physical interventions along width-restricted roadways. Much of the deterioration in the village is due to the lack of effective discipline in the manner in which vehicles are driven.
- **Landscape improvement to include street furniture and visual displays through the village** can bring about greater awareness of place among drivers and so influence their awareness and behaviour to the benefit of all road users.
- **A holistic approach to surfacing and signage** will minimise the ongoing WSCC maintenance costs for continual repair and renewal. And impact on communities.

**Our options reflect current thinking at National and County government levels** on a wide range of issues including active travel, reduction of harmful emissions.

**4.5 The particular problems in East Lavant CHIL have identified, assessed and taken into account the environmental impacts of traffic and the degradation of the roads.** There is the opportunity to achieve net environmental gains and minimise environmental loss by modest changes to the roads and roadside areas. **The conclusion is that doing nothing is not an option.**

Put simply, **East Lavant roads are no longer fit for purpose as routes through a small village.** The traffic causes a safety, health and environmental threat to residents and the many visitors gaining access to the SDNP. It is no longer a peaceful village as a gateway to the SDNP.

There is a clear requirement to achieve a sustainable, less damaging environment that is safer, calmer, greener and a healthier place in which to live. It also needs to be value for money and less costly to maintain whilst retaining effectiveness.

Urgent measures are needed to mitigate the impact of vehicles to ensure that the roads and roadside areas are not further destroyed at a cost to the community and WSCC.

The proposed interventions will ensure that mitigation measures are implemented within a comprehensive plan that moderate the escalating impact of traffic volumes and rebalance the priority of vehicles over other users.

Whilst our proposals can be implemented incrementally, CHIL believes that the whole is greater than the sum of the parts and that together they provide a comprehensive plan.

## **5. THE MAIN ISSUES**

**5.1 Understanding the problem.** From the outset, assessing and identifying the particular problems has gone in tandem with proposed opportunities, solutions, their advantages and disadvantages. A longlist was refined in a process of iteration and tested in discussion, on walkabouts, on site with *Lavant Speedwatch Group*, informally with residents and visitors, other parish councils and shifting National considerations.

Liaison with WSCC Highways was undertaken at a time in the process when there was a short list of calming proposals that were tested in discussion with WSCC Highways.

The work is thus evidence based but it also takes into consideration phased implementation, deliverability and value for money considerations. This will enable LPC to apply for WSCC Community Highways Scheme funding, Traffic Regulation Orders (TRO's), CDC discretionary grants programme and other funding possibilities.

### **5.2 The existing situation**

**5.2.1 We wish to restore the integrity of the village and mitigate the damage caused by excessive through traffic.**



Over time, the modern world has grown up around and within the village, with core access/egress routes to/from Chichester, Goodwood and the South Downs National Park.

The village is now a rat-run which takes east /west/east traffic from the A286 to Kennel Hill and onwards to Petworth via the A285 and also to New Road via Fordwater

Increasingly, roads, lanes and roadside areas within East Lavant have become unsafe for residents. There is an incompatibility and imbalance between vehicles and other users.

In recent years the volume of traffic, along with the speed, acceleration, size, weight and power of vehicles have all dramatically increased.

There has been a substantial increase in large trucks, coaches and articulated lorries



The large increase in courier vans reflects the dramatic growth of on-line shopping and home deliveries.

The inexorable rise of large, heavy, polluting and powerful cars (SUVs) which are close to the width limit, weighing in at almost 2.5 tons are out of scale with East Lavant's roads has exacerbated the impact of all types of vehicles.

A high volume of commuter traffic now routinely uses East Lavant roads as a means to skirt around Chichester's congested A27 bypass. This has escalated out of all proportion.

A spot check on traffic volume conducted in East Lavant at the Pook Lane bridge on 10th Jan' 25 (a normal working day - not a Goodwood event day) revealed that within an 84-minute period, 1,078 vehicles crossed the bridge between 15.30 - 16.44 hrs. This is beyond the main Speedwatch records which substantiate similar numbers.



*Various examples of large vehicles coming through East Lavant*

### **5.2.2 The need for Appropriate traffic speeds within East Lavant**

It is the experience of *Lavant Speedwatch Group*, that the police, have been unable to legally enforce penalties despite the average speed of 2,616 offending vehicles recorded as 38mph and the highest as 57mph. The Police have issued 2,453 letters to offenders but only 13 have been followed up.

Thus, the enforcement of traffic regulations through Lavant cannot be left to the Police. Re-signing on the road surface and pole mounted HAS to be accompanied by physical constraints (eg build outs) at the roadside and on the road surface to manage the speed and no access constraints.

Lavant's *Speedwatch* Co-ordinator, has commented:

*'I have operated Speedwatch over the past seven years. It is apparent to me that the volume of traffic is not compatible with the village roads in Lavant. It is not just the volume of traffic but the speeds. In Speedwatch monitoring sessions, we consistently record at least 10% of cars or vans exceeding the speed limit by at least 5 mph and up to 15 mph.*

*In my opinion, the volumes and speeds witnessed in Lavant are not conducive to the well-being of the residents and visitors. Traffic within the village should be limited to 20 mph and vigorously enforced.*

CHIL assert that GPS data on traffic speeds as cited by WSCC may be significantly flawed due the nature of the GPS data collection methodology, filtering, smoothing and the effect of segment measuring etc.

However objective speed compliance that is not enforced is not the only issue. **We wish to press for Appropriate Speed as the measure.**

**5.2.3 People at risk.** Many of the roads and lanes within East Lavant are very narrow with no pedestrian footpaths, pavements or illumination (which is not required in a rural setting). Residents therefore have to walk in the road to get to and from their homes, to schools, public transport and elsewhere. Their right as to health and welfare need to be safeguarded and not subjugated to traffic.

Increasingly there are safety issues. Speeds of 30-35mph are known to be dangerous particularly on our village roads and lanes, many of which have no footways and therefore there is an increased risk of injury to pedestrians

Accidents in East Lavant are increasing. In addition to the number of vehicles involved, damage to residents and visitors' cars and property has become a common occurrence along Pook Lane.

Large SUV's, vans, mini-buses, trucks, HGV's and road transporters often find themselves stranded halfway along Pook Lane because they are too big to pass through the narrow road. Tractors also use the village roads, often causing damage to residents' property in the process.

If roads and roadside areas within East Lavant are to be fit for active, safe and environmentally sustainable travel in the 21st Century, our village roads and roadside areas must be adapted accordingly. People need to be put first.

**5.2.4 Accidents + Damage** At a number of locations within East Lavant, the current road layouts, signage, surfaces and markings do not discourage drivers from speeding, thus putting their safety and the safety of others at risk.

Damage has occurred to the bridge in Pook Lane, road verges are being eroded, safety barriers and bollards have been demolished, road signs have been knocked over, safety road markings have become invisible.



*Dec 2024*

*A road traffic accident at Pook Lane bridge involving two cars trying to cross at the same time. Police, Ambulance and Fire brigade attended. One person hospitalised. Unknown but car exiting from Sheepwash Lane too fast a likely cause.*



*Various examples of car damages - Pook Lane*



**5.2.5 Roadside degradation and cost to WSCC and LPC** The volume of traffic far exceeds the reasonable capacity of our village road system. Many vehicles are out of scale and cause severe damage to the road surface and verges.

This is a waste of money and financial burden on WSCC, who have to carry out the repairs; potholes and other damage can remain unrepaired for a long time.

The large daily volume of traffic is also exacerbated as access /egress to/from Goodwood's racecourse, racetrack and airfield adjoin East Lavant.

The numerous events, in addition to the internationally popular Festival of Speed and the Revival meetings, always attract very high numbers of visitors arriving and departing by road via East Lavant.



**5.2.6 the impact of weight** Heavier vehicles causes road surfaces to wear out faster. It has been calculated that the change in damage to the road surface is proportional to the difference in axle weight to the fourth power. Thus, a two-ton SUV would do 16 times more damage than a one-ton car.

While there is an argument that occupant safety has improved as cars have got heavier, pedestrians and cyclists are much worse off. A 2021 study published in *Economics of Transportation* concluded that a 100 kg increase in vehicle weight led to a 2.4 per cent increase in pedestrian fatalities.... *"Driving a larger vehicle shifts fatality risk from the occupants to other road users"* Many of Lavant's roads have inadequate pavements vehicles are increasingly seen as a safety threat.

Air pollution - Microplastics from large tyres and brakes and higher emission levels from exhausts from large SUVs all contribute to respiratory diseases of pedestrians and cyclists. This is unacceptable.

### **5.2.7 Signage + Road Markings**

**The existing signage and road markings for drivers is generally very poor. Many drivers either ignore or are ignorant of the meaning of the pole mounted and road painted signage.**

An audit by WSCC Highways is urgent to review:

- knocked over pole signs
- pole signs invisible as hidden in foliage
- pole signs in wrong location as notice to drivers (e.g. When travelling north and turning off Kennel Hill into Pook Lane)
- road markings eroded such that are invisible
- Existing digital speed indicator is unreliable and has no impact

### ***Rule H2 Highway Code Jan 2022***

*"At a junction you should give way to pedestrians crossing or waiting to cross a road into which or from which you are turning"*

At either end of Sheepwash Lane and at the junction of Pook Lane and Fordwater this is a rare occurrence. It is a dangerous crossing for the many pedestrians



### 6'6" Width restriction signage



The 6'6" sign (both at the A286 and at the Kennel Hill junctions with Pook Lane means that Pook Lane has a legally enforceable width restriction (a round sign with a red border at either end).

“Except for Access” means that vehicles over the limit can access properties BUT must leave as they entered and return by the same route. (i.e. no through route is allowed).



*The driver of the vehicle in Pook Lane (one of many) advised his vehicle was 2.3m wide (7'5" without the mirrors). This exceeded the existing 6'6" restriction. Damage to other vehicles, property wall and verges are a common occurrence.*

**There are no effective, visible road markings in the village!**



*First Example: The Mini roundabout A286/Pook Lane is invisible and disregarded - it cannot be seen.*

*It has NO effect on traffic calming. **Our proposals change this into a domed mini roundabout with appropriate warning signage on the A286***



*Invisible signage – lost in the undergrowth*

## **6. GENERATING IDEAS**

### **6.1 THE PROCESS towards creating proposals for a safer highways' environment.**

Having studied the roads and junctions within East Lavant and by reference to other successful schemes in the local area and further afield, CHIL proposed a range of location-specific improvements to roads and roadside areas, designed to:




- Increase the sense of community space
- Influence the safety awareness of all road users
- Moderate the behaviour of drivers
- Reduce vehicle speeds
- Improve safety and lessen pollution for pedestrians.

It is evident that a holistic approach required that work is done to both the roads and the roadside areas. It requires interventions. It requires making the roadside environment safe by taming the traffic. It requires a locally driven affordable and pragmatic solution.

**At the outset a brainstorm of problems and solutions/benefits were created. Thereafter From early concept ideas CHIL generated a series of 3D design intent drawings for each proposed intervention. The proposed interventions are detailed later in this report and include preliminary engineering drawings that were prepared with WSCC Highways.**

<b>CHIL</b> <b>PART 2 of 2</b>	<b>Community Highways Improvement Lavant</b> <b>Schedule of particular problems + proposed solutions</b>	<b>COMMUNITY ROADS WORK</b>		
<b>Solutions</b>	<b>East Lavant</b> including Pook Lane, Sheepwash Lane, Fordwater Road, Shop Lane and Lower Road	March 2024		

NRbusiness/LPCRoads/ELpart2.V1.particular problems+proposed solutions

PART2	LOCATION	PARTICULAR PROBLEMS	PROPOSED SOLUTIONS + PRACTICAL BENEFITS
2.00		POOK LANE WEST from A286 to Fordwater	The huge increase in traffic volumes through East Lavant requires the augmentation of measures to counteract and mitigate the harmful effects on this small residential rural community.
2.01	A286 MINI ROUNDABOUT ACCESS INTO POOK LANE from the west and KENNEL HILL ACCESS from the east	<p>The huge increase in traffic volumes through East Lavant requires the augmentation of measures to counteract and mitigate the harmful effects of hundreds of cars on this small residential rural community.</p> <p>Travelling east from the A286 there is <b>no effective advance warning</b> of the constraints/narrowness of Pook Lane, existing 30mph restriction and shared road use by non motorists. The downhill approaches from both east and west encourages faster traffic</p> <p><b>At the A286 and Kennel Hill junctions</b> motorists that habitually use the cut through of East Lavant need to know that there are robust traffic calming measures in place.</p>	<p><b>TO SIGNAL TO MOTORISTS THAT THEY ARE ENTERING A SMALL ROAD WITH RESTRICTIONS + INTERRUPTIONS AS THEY TURN OFF THE A286.</b> A narrow road sign, 'gates'/ coloured totems/ artwork (or similar devices) that signal to the motorist the entry into the village. <b>NO HGVs and shared carriageway.</b> <b>NEW SIGNS</b> to register that there are robust traffic calming measures in place.</p> <div data-bbox="1043 994 1289 1070">    </div>

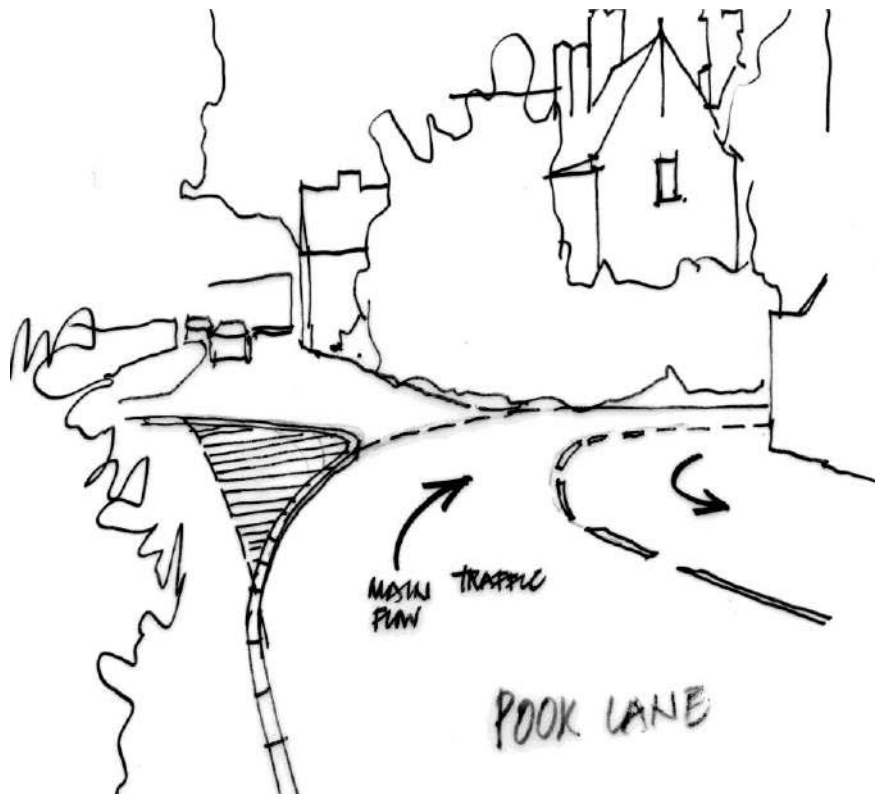
*A page taken from the early Long List that evaluated the problems and all of the possible calming measures that led to iterations of design solutions.*

The combined effects of the problems highlighted is an increasingly unsafe, damaging and unhealthy environment, accentuating the need for targeted interventions. These are designed to improve the safe use of roads and roadside areas within the village. Solutions were proposed and 'tested' – the usual process of design iteration.

When driving through East Lavant, motorists must be encouraged to understand first hand, that they are travelling through a community, a place where people live, work and play. Drivers need to sense the need to drive with care, in a socially respectful and responsible way.

The proposals are the result of design iteration from early sketches to final proposals when solutions are postulated and then considered, rejected, changed or modified.

Early sketch idea

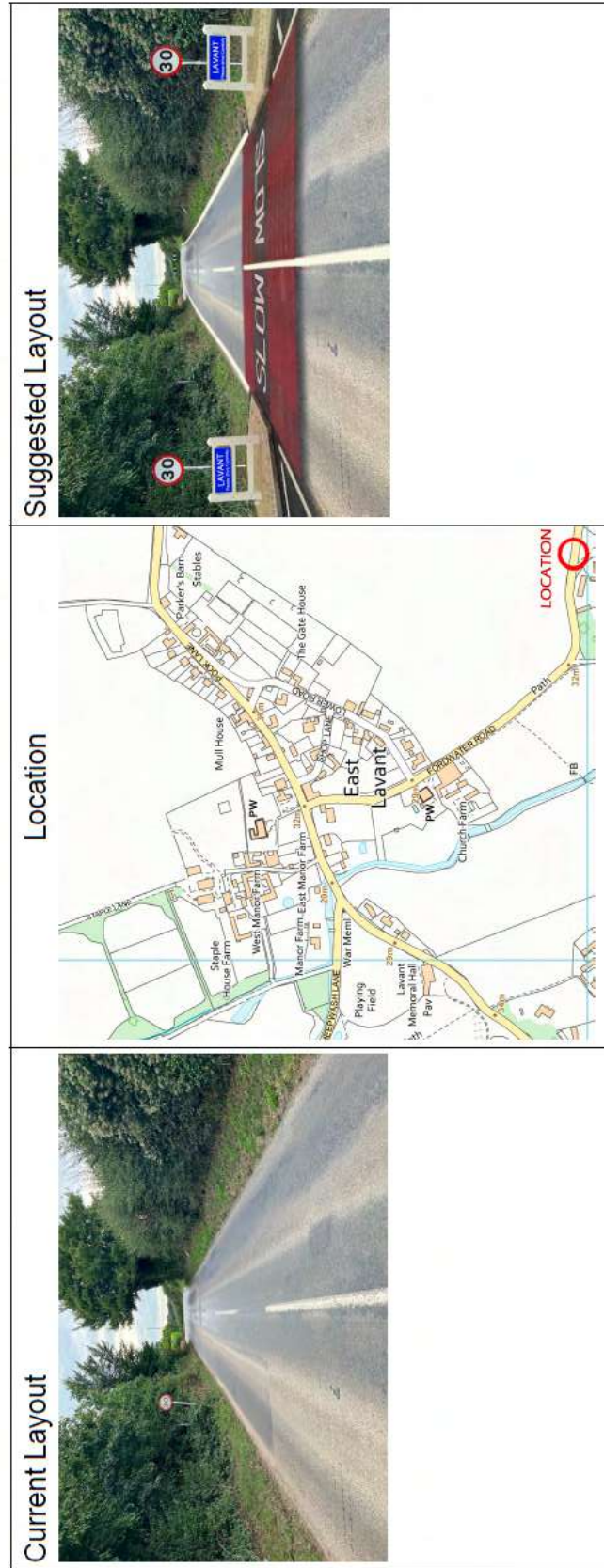




## Lavant Village Highways Suggestions

Location 8 - New Lane village boundary point. Proposed - Addition of village gates (on islands), prominent speed limit signs, road marking village boundary indicators, solid white lines & chevron signs to indicate sharp corners.

This boundary point for the village suffers badly with severe speeding violations by many drivers. There have been a considerable number of accidents over the years as some drivers fail to reduce their speed from 60mph to 30mph and arrive at the S-bends at a very dangerous velocity. As you can see, the 30mph sign on one side has been hit and now stands at an unhelpful angle and the other sign is completely obscured by the vegetation. The proposed solution introduces village gates on concrete islands, with clear speed limit signage. The road has a clear 30mph demarcation zone and the village (and speed) boundary are clear and defined. There are strong white lines on either side of the road and road markings in the middle (drivers often cut across the centre line as they accelerate from the S-bends onto the straight road, so it is important to keep the centre line). There are also chevron signs at the S-bends so that drivers are aware of the sharp corners to come and encouraged to slow down.



### Positive Outcomes:

1. Makes drivers aware that they are entering a village - the gates on their plinths make it very clear.
2. Encourages drivers to slow down with red road markings, white lines, signage & chevrons up ahead.

Activate Window  
Go to Content to edit

Generated visualisations

## 6.2 OTHER CONSIDERATIONS

**Key WSCC Scoring Considerations** Reference to the *WSCC key scoring considerations* are made for each improvement opportunity in this document.

**Value for Money + Deliverability** CHIL believe that value for money is a fundamental requirement. Opportunities have been included where appropriate. In particular this relates to an option for the closure of Sheepwash Lane.

CHIL's improvement proposals also include a focus in relation to **ongoing maintenance costs** and therefore a focus on physical damage to the roadside and verges caused by heavy trucks, the river bridge and resurfacing.

The physical interruptions proposed will help to **reduce the plethora of signage** to an effective minimum.

Factors of buildability, incremental implementation and practicality have led our work. Although we would welcome the successful implementation of any one or several of our ideas; it is our firm belief that the implementation of the integrated whole would bring the greatest benefit to the community and therefore represent best value for money.

The modest proposals can all be undertaken with minimum disruption if considered carefully during the detailed design.

### **Technical, Policy + Legal Issues**

The appointment of Paul Basham Associates by LPC as transport planning and engineers has suggested that preliminary design proposals comply with **applicable technical requirements** and specifications.

Compliance with Policies has been referred to earlier.

Phase 1 proposals also include consideration of the types of schemes typically funded by **WSCC CHS projects as advised in the CHS Guidance Notes**.

### **Roads and the Roadside areas**

The proposals contained in this document also take into account the roadside areas and where these can be enhanced to encourage more courteous and calmer driving and interest. The procurement of these will need to fall under the auspices of LPC.

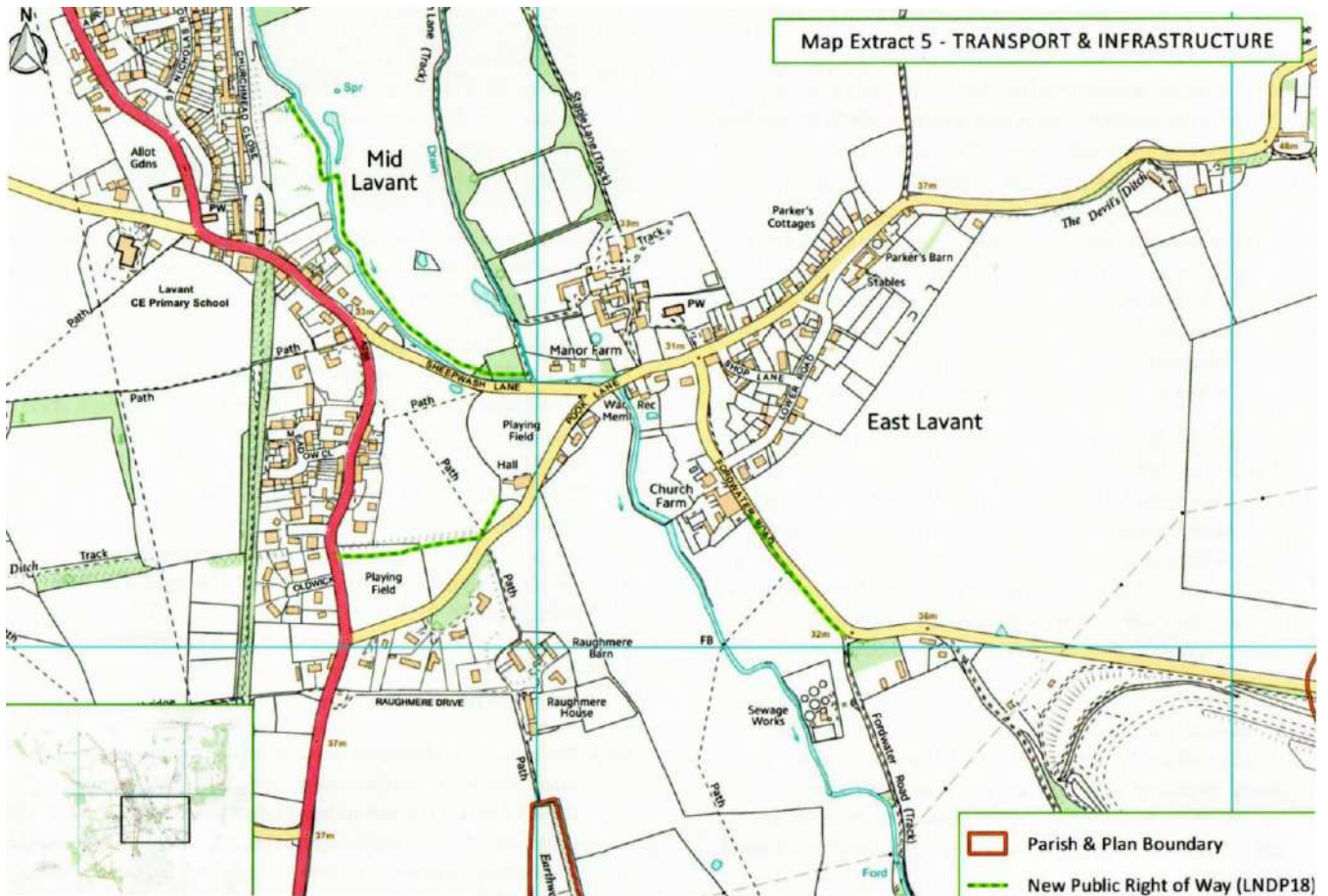
CHIL believe that the impact of physical and visual experiential changes is highly beneficial and provide drivers with a smoother, more pleasant drive through the village.

Thus, whilst recognising the need for technical compliance, solutions may also be innovative and a smarter way to tame traffic.

## 7. THE CONTEXT

Lavant is a relatively small village located approximately 3 miles to the North of Chichester. The village nestles within an area of outstanding natural beauty, largely within the South Downs National Park. It includes geographical features of historical importance.

East Lavant falls within the South Downs National Park. The map below shows the approximate scope of Phase 1 traffic calming measures (yellow) that includes Sheepwash Lane, Pook Lane, Fordwater Road and Lower Road.



East Lavant is a gateway into the SDNP. The area is very popular with walkers, runners, horse riders and cyclists. The river Lavant runs through the village and alongside Sheepwash Lane. The community benefits from working farms, a horse racing stables, a pub, a church, a sports pitch, a large village green with a cricket pitch and Memorial Hall. It attracts a large number of visitors

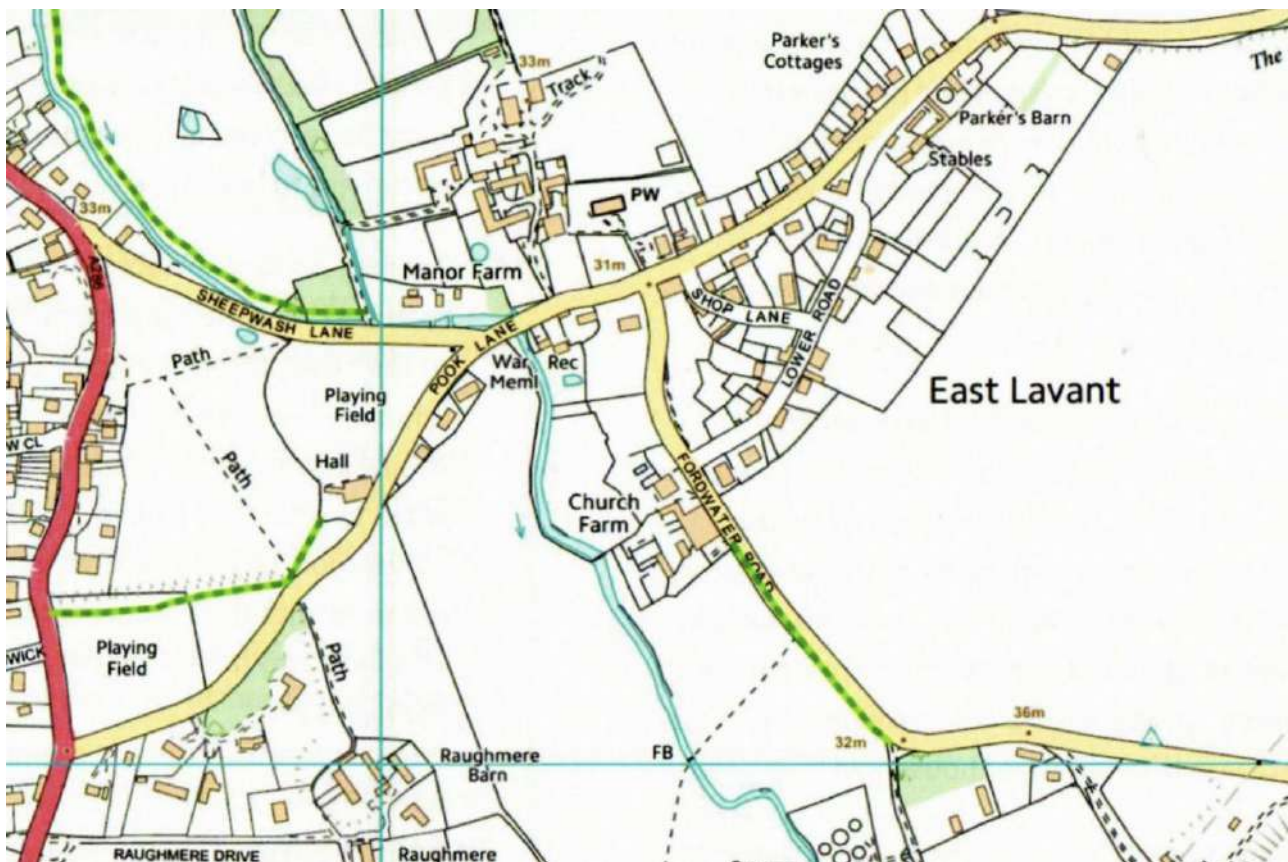
It is a place where people live, work and visit. Pook Lane is of variable width - it is a narrow, a very narrow road in the countryside. It has never been suitable for the volume, size and weight of vehicles that now habitually use this route.





*The size and configuration of roads within East Lavant date from a time when a horse and cart was the prevalent form of transport.*

Looking at a map of Lavant, it is clear that the only 'A' road in the village is the A286, designed to carry most of the traffic north to south.



The traffic using the A286 was **last recorded by WSCC (at census point 16833) during 2017** and this recorded a daily average of 12,219 vehicles using the road.

**Perceptually and by extrapolation from Speedwatch data it is now clear that this volume will have escalated and that many more are using the roads through East Lavant.**

#### **7.1 Actions already undertaken by the Lavant community under the auspices of Lavant Parish Council**

- There is currently a project to provide a carpark at the village school, specifically to enable children to be delivered and collected 'off-road'.
- Funding the provision of a new countryside (off-road) footway to link Mid Lavant with East Lavant. Thus, enabling safer access to the community's village green and Memorial Hall.
- Regular collaboration with Goodwood Estates to realise improved traffic planning and management during Goodwood events and traffic generally
- Lavant has had an active Speed watch team who regularly conduct speed checks throughout the village.
- Lavant's Volunteer Force, regularly work on the maintenance and clearing of roadside areas and footpaths throughout the parish.
- Contracted consultant Transport Planners to provide advice and technical expertise in support of realising the community aspirations regarding traffic calming.
- The provision of new Permissive Paths (courtesy of Goodwood Estates) along a significant stretch of Fordwater Road.
- In addition to an application to WSCC funding CHIL are actively investigating ways by which the streetscapes and roadside areas within East Lavant can be changed in order to create a stronger sense of community presence.
- Installed a Village 'Gateway' on the approach road to West Lavant from West Stoke. Currently funding the provision of additional village 'gateways' to add a sense of place and to calm traffic flows.



## **Compliance**

CHILL believe the identified improvements are reflective of current thinking at National and County government levels across a wide range of issues, including active travel and reduction of harmful emissions and respect for other road users. The Westgate scheme in Chichester illustrates a clear need to accommodate all road users where vehicles do not dominate.

We believe that our proposals comply with the West Sussex Transport Plan 2022 to 2036 and the Manual for Streets. Including the welcoming of visitors to the South Downs, the promotion of active travel, the control of emissions and supporting the economy, both locally and in the wider area, by enabling the continued efficient movement of goods and people throughout the parish. Thus, they have considerable merit.

# COMMUNITY ROAD + ROADSIDE IMPROVEMENTS

## A Vision for East Lavant - June 2025

### PART 2 of 2 Improvement Opportunities + Implementation

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Each area of the 9 identified traffic-related concerns has been treated as an **Opportunity for Improvement**.

Each **Improvement Opportunity** has been allocated a number and each of these has one or more Improvement Opportunity.

LPC will decide which Improvement Opportunity to pursue and when however, CHIL believe that implementation of the whole is greater than the sum of the parts, albeit that.

**The specific improvement opportunities within East Lavant as detailed below have their roots in facilitating IMPROVED ACCESSIBILITY, IMPROVED CONNECTIVITY AND IMPROVED SAFETY.**

**CHIL believe that the Opportunities are all proportionate solutions** that are in scale with the village and good value for money.

## **AT A GLANCE**

### **Nine improvement opportunities to improve East Lavant Roads and Roadside areas**

<b>REF</b>	<b>NAME</b>	<b>SUMMARY</b>	<b>CHIL COMMENTS</b>
1	Improving <b>roadside streetscapes</b>	Imaginative Landscape improvement	Recommend. Incremental enhancements. LPC
2	Appropriate <b>speed limit</b>	20mph zone	Recommend. Low cost, High value WSCC
3	Pook Lane/ <b>Kennel Hill junction</b>	Interventions to reduce traffic volume and speed	Recommend. Low cost, High value WSCC
4	Pook Lane <b>Fordwater to Chalkpit</b>	Major benefit in narrow section of Pook Lane	Recommend. Low cost, High value WSCC
5	Lower Road to Chalkpit Pook Lane river bridge	Weight restriction, calming	Recommend. Low cost, high value WSCC
6	<b>Sheepwash Lane Opportunity</b>		
6a	Stop up/ Pedestrianise Sheepwash	Major cost/benefit	Recommend Low cost, High value WSCC
6b(1) improve Marsh La junction			
6b(2) improve Pook Lane junction			
6b(3) improve A286 junction			
7	Memorial Hall/Sports Field crossing for pedestrians	Remedial works to reinstate calming measures	Recommend. Low cost, High value WSCC
8	A286 mini roundabout	Change to a domed roundabout	Recommend. Low cost, High value WSCC
9	New Road/Fordwater junction	Gateway and related features to slow vehicles	Recommend. Low cost, High value WSCC

## **IMPROVEMENT OPPORTUNITY 1**

### **Improving Roadside Streetscapes**

**Identified Issues:** The way in which drivers perceive the environment through which they are driving has been proven to have a direct effect on their behaviour to appreciate the shared space with pedestrians.

The degradation and lack of maintenance of the roads and verges in East Lavant has gradually allowed vehicles to dominate with the consequence that drivers do not relate to the village and see little reason pass through with care and respect. They drive without due regard to the local community.

The balance must be restored and building the social life of the street has been shown to be a very effective way to calm traffic. There is scope for additional new initiatives specifically targeted to improve the appearance of the roadside streetscape.

Activities and attractions that previously provided a strong sense of identity as a 'special place' such as local shops, quiet roads and lanes, views over open countryside, have in many instances become isolated or degraded. Our roadside verges driven over or used as a convenient place to deposit rubbish.

Thus, there is an opportunity for the community to assert its presence by creating a stronger, positive village identity along some of our more neglected roadside areas.

#### **Statutory Signage (including Speed Indicator devices + Road marking)**

**Recommendation:** To avoid drivers having a reason to complain that "it is not obvious" WSCC should undertake an audit to check the efficacy of all signage and road markings and carry out remedial and replacement works. Imaginative and innovative eye-catching signage can play a part in traffic calming to supplement statutory signage.

#### **Landscape features as traffic calming**

Creative interventions can serve to calm traffic such that East Lavant will no longer be perceived as just a rat-run to be driven through as rapidly as possible.

There is an opportunity along some of our more neglected roadside areas for the community to assert its presence by creating a stronger positive village identity. The examples at home and abroad are limited only by imagination as to what is appropriate for Lavant

Creative improvements to roadside soft and hardscape as well as the placement of artefacts set into the landscape have much to offer.



*We are in the SDNP!*



*An idea for supergraphics to include (not shown) a painted elevation of the Memorial Hall*





*An opportunity for graphics on the bridge abutments in combination with speed reduction signage, weight limit a visual narrowing of the carriageway.*



*Examples of creative improvements to roadside*



*Soft and hardscape as well as the placement of artefacts - contemporary and traditional - set into the landscape have much to offer. Such creative interventions serve to calm traffic such that East Lavant will no longer be perceived as just a rat-run to be driven through as rapidly as possible.*



*Lavant's newly refurbished phone box by Lavant History Project...the start of an area of interest*





*Unusual graphics signage (Aus) that is clear and eye catching*



*Physical measures at village **gateways** consistently reduce vehicle speeds very effectively. Any measures which reduce vehicle speeds will increase road safety.*

Where physical gateways are used in conjunction with traffic calming measures within village research has shown that physical traffic calming measures are expected to reduce slight injury accidents *and accidents where people were killed or seriously injured by more than 50%.*

### **RECOMMENDATION FOR IMPROVEMENT OPPORTUNITY 1**

**RELPC commission local volunteers together with a landscape designer to lead a project aimed at improving East Lavant's roadside streetscape.** Funding for improvements might come from local sponsorship or donations as well as from LPC itself. Local sponsors might be found to fund sympathetic enhancements to our somewhat neglected roadside areas. There are many such areas that could be enhanced including but not limited to the following:

- The riverbank along Sheepwash Lane
- The ground adjacent to the new carpark at the Memorial Hall
- The wide verges along Fordwater Road
- The verge running along the footpath in front of StMary's Church

#### **Improvement opportunity 1 links to the WSCC Key scoring considerations:**

##### **Transport and Public Space – impact**

**Journey times** - no adverse impact

**Public space** - major improvement resulting from the enhanced appearance which reinforces the sense that drivers are passing through a community space as opposed to simply driving through as quickly as possible.

**Highway safety** - improved safety, as a result of calmer driver behaviour.

**Economic Growth** – no adverse impact

**Environmental Impact** – The creation of a stronger sense of place, redressing the balance between village community life and the rat-running of traffic. Enhancing Lavant's outdoor resource as a healthy environment supporting general wellbeing for local residents and many visitors.

Supports and is commensurate with nurturing a high-quality environment within the SDNP and Lavant's conservation area.

**Feasibility and deliverability** – This improvement opportunity scores high in terms of both feasibility and deliverability since it is largely dependent on the work of local volunteers and can be implemented incrementally. Costs are anticipated to be minimal and largely to be met from within the village.

**Policy support** – This change supports WSCC service plan and appropriately responds to Lavant's vision statement as documented in Lavant's made LNDP.

### **RECCOMENDATION FOR IMPROVEMENT OPPORTUNITY 1**

**CHIL commends improvement opportunity 1 to LPC. High impact, low cost, high deliverability. Recommended for LPC's approval**

## **IMPROVEMENT OPPORTUNITY 2**

### **Appropriate speed limit**

**Identified issues:** Speed limits are widely understood to be a vital consideration in any traffic calming initiative. Calmer traffic means more people are likely to cycle, people are more likely to walk as opposed to using their cars. In turn, an increase in non-vehicular road use alters the experience of drivers by confirming that they are driving through a community space.

Whilst many drivers are law-abiding and mindful of speed limits, a notable number show disregard leading to hazards experienced by other road users and pedestrians. A reduction of the speed limit, when combined with other traffic calming improvements, will contribute to a shift in driver perceptions and behaviours, thus actively serving to create calmer and safer driving conditions.

**A 20mph speed limit would be appropriate** and send the clear message to motorists that they are required to drive more slowly, and other road users will be expecting slower traffic. 20 mph limits have a critically important role to play in calming the traffic within East Lavant.

This is particularly important because of the number of crossing points and the close proximity of narrow pavements.





## **RECOMMENDATION FOR IMPROVEMENT OPPORTUNITY 2**

### **Reduction of the speed limit from 30mph to 20mph**

A 20mph limit will remind drivers that this is a place where non-motorists are likely to be sharing the road-space; which in turn adds to the 'sense of place'; and those drivers who adhere to the limit, influence other road users to also drive calmly.

### **Improvement Opportunity 2 links to the WSCC Key scoring considerations:**

#### **TRANSPORT AND PUBLIC SPACE – impact**

There are many local examples, both in Chichester, along stretches of the A286 and within the surrounding villages where 20mph speed limits have been successfully introduced to calm traffic and improve road safety.

**Journey times** - negligible due to the short distances involved

**Public space** - major improvement resulting from improved connectivity and accessibility for all non-vehicular activities - pedestrians, cyclists, etc

**Highway safety** - improved safety, for vulnerable road users, pedestrians and cyclists. Reduction in severity of potential collisions and injuries. Feedback from Wales confirms a marked reduction in both fatalities and collisions.

**Economic Growth** – employment opportunities, new business, development opportunities, housing, regeneration and deprivation. We believe this change has no adverse impact on the potential for economic growth.

**Environmental Impact** – Carbon emissions, air quality and impacts on surrounding environment. The creation of a more pedestrian-friendly environment. Enhancing Lavant's outdoor resource as a healthy environment supporting general wellbeing for local residents and many visitors.

Less costly damage to roads, pavements, bridge, and property belonging to residents and visitors. Supports and is commensurate with the high-quality environment within the South downs National Park and Lavant's conservation area inclusive of historic buildings and their setting.

**Feasibility and deliverability** – This change only requires signage and road markings. No requirement for land take, therefore a high score in terms of feasibility and deliverability and a low score in terms of costs to WSCC. Careful driving at lower speeds reduces the rate of damage to the highways, signage and roadside furniture, thus reducing WSCC's ongoing maintenance costs.

**Policy support** – This change supports WSCC service plan and appropriately responds to the issues of perceived and actual speed of the traffic through Lavant and as incorporated in policy 20 of the submitted LNDP.

## **RECCOMENDATION FOR IMPROVEMENT OPPORTUNITY 2**

**CHIL commends improvement opportunity 2 to LPC. High impact, low cost, high deliverability. Recommended for LPC's approval, to be followed by a CHS application June 2025**

### **IMPROVEMENT OPPORTUNITY 3**

#### **Pook Lane /Kennel Hill Junction**

**Identified Issues - Ineffectual width restriction notification.** Large HGVs whose drivers are unaware, ignorant or choose to ignore the width restriction sign, frequently enter Pook Lane at this junction. The 'swept path' at the junction encourages the drivers of large vehicles to assume they can access the whole of Pook Lane without encountering significant narrowing of the road. They are mistaken.

Furthermore, there is no advance signage of the width restriction in Pook Lane when coming from the south (there is from the north) and thus it is not until they have entered Pook Lane that they may become aware of the signed restriction. Too late.

When these oversized vehicles encounter the narrowest stretch, approximately 1 mile distant from the junction, they are either forced to reverse a considerable distance past residential properties before being able to turn around, or they attempt to negotiate their onward route often causing damage to private vehicles and property in the process and a safety risk to pedestrians.

Along the narrowest stretches of Pook Lane, is the main pedestrian route to The Royal Oak public house, there are generally no footpaths or lights on either side of the lane.

As it runs through East Lavant, Pook Lane becomes too narrow for large vehicles to safely negotiate around other road users. Consequently, private vehicles and property along Pook Lane are frequently damaged.



*Pook Lane is far too narrow for HGVs and large vehicles. These need to be stopped at either end (A286 and Kennel Hill). Where there should also be a 7.5-ton weight limit on the river bridge*



*Frequent damage to vehicles parked in Pook Lane... Motorhomes and caravans are also a hazard*

#### **Improved Pook Lane/ Kennel Hill Junction**

Improvement Opportunity 3 at the junction of Pook Lane and Kennel Hill is shown on Drawing 0980-0013 PO1 and offers the following:

**Swept path** - The junction layout and markings are more consistent and indicate more clearly the reduced width of the narrow stretches of Pook Lane. The junction radii are reduced to limit larger vehicles from driving into Pook Lane. This proposed change will re-enforce the reality of the reduced width of this country lane.

**Improved signage** - Unambiguous and clear signage in the correct location will pre-warn drivers of the width restriction. This advance warning must include Kennel Hill when travelling north. Restricted width and except for access to be retained.

**Damage to private vehicles and property and the risk to pedestrians** - will all be significantly reduced as a result of fewer oversized vehicles using Pook Lane.

#### **Improvement Opportunity 3 links to the WSCC Key scoring considerations:**

##### **Transport and Public Space**

**Journey times** - no impact.

**Public space** - positive and significant impact on the utility of public roadside areas.

**Highway safety** - positive and significant impact via the reduction of oversized vehicles using this narrow road. Improved safety for vulnerable road users, pedestrians and cyclists. Reduction in severity of potential collisions and injuries.

**Economic Growth** – Possible positive impact on pub trade with removal of congestion.



**Environmental Impact** – Positive impact of less Carbon emissions, improved air quality and improved safety environment. Less costly damage to roads, pavements, bridge, and property belonging to residents and visitors. Supports and is commensurate with the high-quality environment within the South downs National Park and Lavant’s conservation area inclusive of historic buildings and their setting.

**Feasibility and deliverability** – This change only requires signage, some kerb readjustment and road markings. No requirement for land take, therefore a high score in terms of feasibility and deliverability and a low score in terms of costs to WSCC via lower ongoing maintenance costs.

**Policy support** – the proposed improvements align with the county council’s priorities and appropriately responds to the many adverse consequences that oversized vehicles cause in the narrow stretches of Pook Lane. The improvement is also in alignment with policy 20 of the submitted LNDP.

### **RECCOMENDATION FOR IMPROVEMENT OPPORTUNITY 3**

<p><b>CHIL commends improvement opportunity 3 to LPC. High impact, low cost, high deliverability. Recommended for LPC’s approval, to be followed by a CHS application June 2025</b></p>
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#### **IMPROVEMENT OPPORTUNITY 4**

##### **Pook Lane / Fordwater junction to Chalkpit (including Lower Road)**



**Problem statement:** Pook Lane/ Fordwater is a heavily congested junction used by traffic 'rat running' through East Lavant avoiding the congestion on the A27 at Chichester. Significant safety issues arise at this junction caused by traffic travelling in all directions with little discipline.

#### **Identified Issues**

**Sudden road narrowing:** The fact that Pook Lane significantly narrows immediately east of the junction with Fordwater road is not apparent to drivers. Therefore, vehicles (often too wide for the available road width) travel too quickly into this narrowing lane, frequently causing damage to property and safety issues for pedestrians.

**The width of Pook Lane East of St Mary's is 4.2m kerb to kerb:** Rural Road Guidance criteria for a single-track road is 3.5m minimum; There are no verges and some sections of very narrow pavements. On such 'quiet lanes' due to physical constraints it will usually be appropriate for pedestrians, cyclists and equestrians to walk/ride along the carriageway on an informal shared-use basis. This is not respected by the majority of drivers.

**Speeding:** Traffic emerging from Fordwater road and turning left into Pook Lane drivers perceive an open stretch of road - a perception enhanced by an increase in road width. As a result, drivers often speed from the junction towards the narrow bridge and over the river Lavant.

**Illegible road markings:** Compounding the problems listed above, the majority of road markings at this junction are almost invisible. Vehicles travelling east, arriving at this junction and turning right into Fordwater Road often treat the junction as a bend. Driving too fast they cut across the oncoming lane and in doing so, restrict the available road width for oncoming traffic. On several occasions, pedestrians have been 'clipped' by vehicles because the driver has driven so close to the curb such that their wing mirrors overhang the pavement and contact pedestrians.

## **Suggested improvements for Pook Lane east junction with Fordwater Road**

Note: There are two improvements (4a and 4b) suggested for this junction.

Improvements 4a) and 4b) are not mutually exclusive BUT to be effective and best value for money they should be carried out at the same time. On its own, the effect of improvement 4a) is restricted solely to addressing the significant issues caused by excessively wide vehicles traveling along the narrowest stretches of Pook Lane.

### **Improvement 4a**

**Designate the narrow section of Pook Lane and Lower Road as “No Through Road Except for Access “for all vehicles (except for access) between Chalkpit Lane and St. Mary’s Church/ Fordwater Road Junction.**

No-through sign will indicate that the road does not lead to a passable route, preventing drivers from accessing another road at the other end. It's vital for effective traffic management and to avoid vehicles getting trapped, collateral damage and safety issues

Through traffic will stop thus significantly reducing the incidents of damage to residents’ property caused by wide vehicles attempting to squeeze through this narrow lane.

**Speeding.** As all vehicles will be restricted to gaining access to the properties and businesses along this short stretch of road, there will be no opportunity for through traffic to rat-run or speed.

**Illegible road markings.** New road markings will be required coupled with new signage. It should be noted that the existing 6’6” width restriction is legally mandated although there is no enforcement.

### **Improvement opportunity 4a) links to the WSCC Key scoring considerations as follows:**

**Journey times** - negligible impact

**Public space** - positive impact on the utility of public roadside areas

**Highway safety** - positive impact via the reduction of traffic including oversized vehicles using this narrow road. Improved safety for vulnerable road users, pedestrians and cyclists. Reduction in severity of potential collisions and injuries in this narrow road.

**Economic Growth** – No adverse impact as “Except for Access”

**Environmental Impact** – Less costly damage to roads, pavements, bridge, and property belonging to residents and visitors. Supports and is commensurate with the high-quality environment within the South downs National Park and Lavant’s conservation area inclusive of historic buildings and their setting.

**Feasibility and deliverability** – This change only requires signage, a build out and road markings. No requirement for land take, therefore a high score in terms of feasibility and deliverability and a low score in terms of costs to WSCC via lower ongoing maintenance costs.

**Policy support** – does the scheme align with the county council’s priorities and does the scheme form part of a Neighbourhood Plan. Positive impact as this change supports WSCC service plan and appropriately responds to the issues of oversized vehicles using this narrow road.



**RECCOMENDATION FOR IMPROVEMENT OPPORTUNITY 4a**

**CHIL recommends improvement opportunity 4a be considered by LPC in conjunction with  
opportunity 4b**

**Medium impact, high cost therefore low deliverability.**

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## Improvement 4b

This improvement includes several changes as shown below in drawing numbers 0010 P02, 0009 P02 and 0008 P02

### Identified issues:

**Sudden road narrowing.** The pavement just east of the junction on the north side of Pook Lane is built out, making it obvious to drivers that the road ahead is significantly narrow. This will reduce the incidents of damage to residents' property caused by wide vehicles attempting to squeeze through this narrow lane.

**Pinch point along the first 25 meters of pavement** Along Fordwater road there is a conflict with vehicles travelling south exposing pedestrians to vehicles mounting the footpath.

When traffic turns right from Pook Lane into Fordwater Road there is restricted visibility, a bend and narrow road width which together cause wide vehicles to mount the pavement in order to avoid oncoming traffic. Pedestrians using the pavement are at considerable risk. Standard size vehicles will drive so close to the curb that their wing mirrors come into contact with pedestrians using the narrow footpath.

**Speeding.** The width of the footway along the verge fronting St Mary's Church is extended such that the width of the carriageway is reduced (*more consistent with other stretches of Pook Lane*) and drivers no longer perceive a wide-open stretch of road. This will reduce inappropriate driving behaviours such as rapid acceleration when leaving the Fordwater junction and or speeding along Pook Lane toward the Fordwater junction. A hatched area for parking is provided opposite the church thus emphasising the presence of community space and further reducing the driver's perception of an open road. (Drawing 0009 P02)

**Illegible road markings.** Road markings are repainted to better inform drivers as to the appropriate use of the junction.

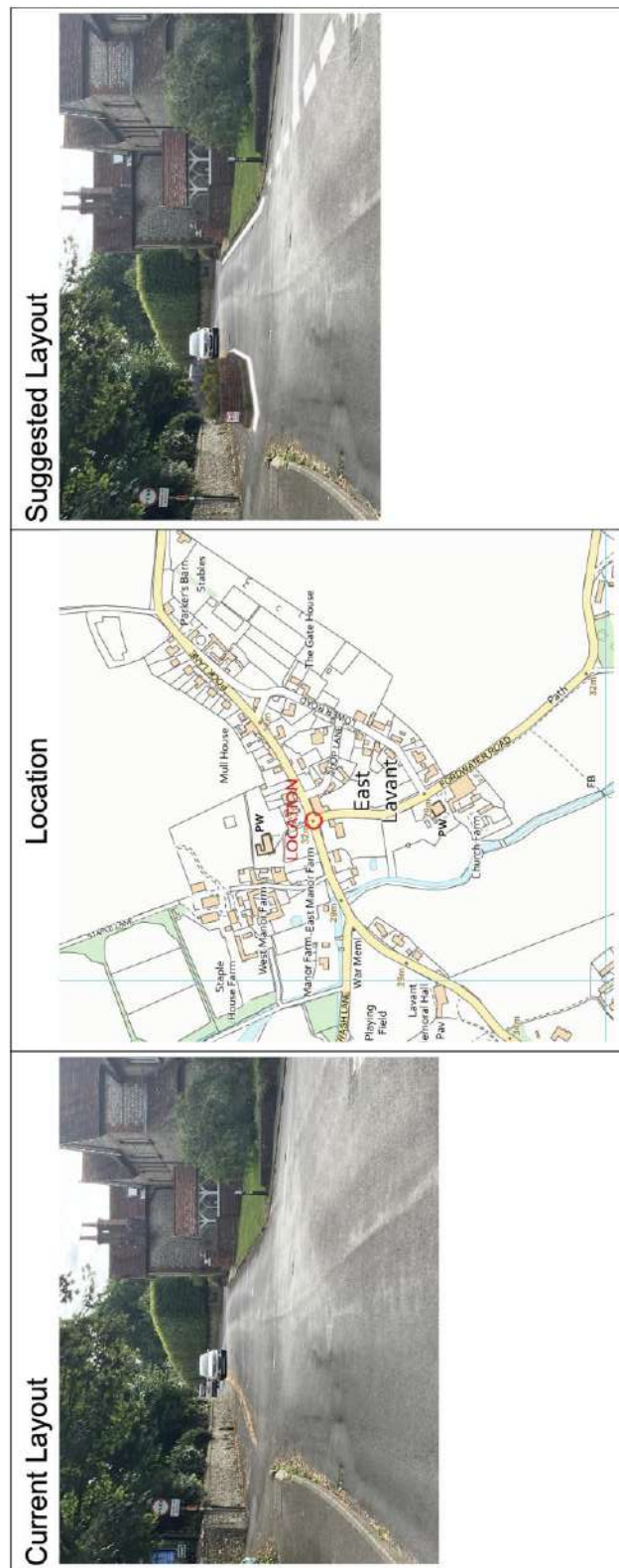
**Signage audit** required to better reflect priorities and dangers



## **Lavant Village Highways Suggestions**

### **Location 4 - Pook Lane/Fordwater Road junction. Proposed - Planter positioned to reduce road width to that further along Pook Lane**

The road reduces in width as you go past the Fordwater Road junction, but at the moment it appears to be reasonably wide. By placing a planter just ahead of the junction it informs drivers that the road is a minor road that shouldn't have wide or heavy vehicles proceeding through it. The white lines also need reinstating at the junction and the majority of drivers cut the corner in haste and this is very dangerous. It is worth looking into some way to stop drivers from 'cutting' the corner would be beneficial for the community as a whole.



#### **Positive Outcomes:**

1. Prevents unsuitable vehicles trying to get through Pook Lane
2. Reminds drivers that this is a village.

*Early concept sketch illustrating the proposed build out at the entrance to the narrowed road to deter through traffic*





**BUILD-OUT DESIGN**

POOK LANE

Gardener's Cottage

The Cottage 1/3

4.60

5.98

5.5

5.3

5.50

EXISTING JUNCTION TO REMAIN TO ENSURE TRACKING MOVEMENTS CAN BE ACCOMMODATED

EXISTING FOOTWAY TO BE BUILT OUT WITH GRASS VERGE

EXISTING JUNCTION MARKINGS TO BE REPAINTED

EXISTING CARRIAGEWAY OF 7.3M TO BE REDUCED TO 6.5M TO HELP REDUCE VEHICLE SPEEDS

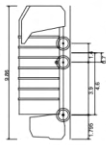
EXISTING FOOTWAY AND VERGE TO BE BUILT OUT TO REDUCE CARRIAGEWAY WIDTH

Figure 10 is a swept path analysis diagram. It shows a proposed route (green line) along a road. A hatched area indicates the swept path of a vehicle. Labels include 'The Cottage 1/2', 'Rose Cottage', 'Garde Cottg', and 'POC'.

## GENERAL NOTES

1. THIS DRAWING IS INTENDED TO BE READ IN CONJUNCTION WITH ALL RELEVANT ARCHITECTS, ENGINEERS, SERVICES AND SPECIALIST DRAWINGS DETAILS AND SPECIFICATIONS.
2. ANY VARIATIONS OR DISCREPANCIES BETWEEN THESE DRAWINGS AND ANY PREVIOUS DRAWINGS OR DETAILS SHOULD BE DRAWN TO THE ATTENTION OF THE ARCHITECT AND/OR THE ENGINEER FOR CLARIFICATION.
3. ALL FIXED DIMENSIONS TO BE TAKEN IN PREFERENCE TO SCALED DIMENSIONS. DO NOT SCALE THIS DRAWING.
4. PAUL BASHAM ASSOCIATES ACCEPTS NO RESPONSIBILITY FOR THE ACCURACY OF BACKGROUND INFORMATION PRODUCED BY THIRD PARTIES - THIS MUST BE TREATED AS INDICATIVE ONLY.
5. THIS DRAWING SHOULD ONLY BE USED FOR CONSTRUCTION IF THE PROJECT PHASE IN THE TITLE FRAME BELOW IS SHOWN AS 'CONSTRUCTION'. PAUL BASHAM ASSOCIATES ACCEPTS NO RESPONSIBILITY FOR CONSTRUCTION WORKS UNDERTAKEN TO THE DRAWING WHICH ARE NOT MARKED UNDER THIS PHASE.

## VEHICLE PROFILE



Large Refuse Vehicle (3 axle)  
Overall Length  
Overall Width  
Overall Body Height  
Min Body Ground Clearance  
Track Width  
Lock to lock time  
Kerb to Kerb Turning Radius



Skoda Octavia	4.572m
Overall Length	1.769m
Overall Width	1.488m
Overall Body Height	0.249m
Min Body Ground Clearance	1.713m
Max Track Width	4.00s
Lock to lock time	5.100m
Kerb to Kerb Turning Radius	



**PRELIMINARY**  
DRAWING/DESIGN IS STILL "IN DEVELOPMENT"  
YOU ARE ADVISED TO MAKE DUE ALLOWANCE

P02	CLIENT COMMENTS			OSC	CID	10.01.25	OSC	CID
P01	FIRST ISSUE	Ren/Description	Drawn By	OSC	CID	Approved By	Date	19.12.24
		Date Created	19.12.2024	OSC	CID	Approved By		
		PSIA Project Number			Scale			
		020.0980			1:500			
								(AT A3)
PSIA Drawing No:								Revision
020.0980-0010								P02

CIMS2011/Nov/210723/JM

**Improvement opportunity 4b links to the WSCC Key scoring considerations as follows:**

**Journey times** - negligible impact

**Public space** - positive impact on the utility of public roadside areas

**Highway safety** - positive impact via the reduction of traffic including oversized vehicles using this narrow road. Improved safety for vulnerable road users, pedestrians and cyclists. Reduction in severity of potential collisions and injuries in this narrow road.

**Economic Growth** – No adverse impact

**Environmental Impact** – Less costly damage to roads, pavements, bridge, and property belonging to residents and visitors and WSCC. Supports and is commensurate with the high quality environment within the South downs National Park and Lavant’s conservation area inclusive of historic buildings and their setting.

**Feasibility and deliverability** – This change only requires signage and road markings. No requirement for land take, therefore a high score in terms of feasibility and deliverability and a low score in terms of costs to WSCC via lower ongoing maintenance costs.

**Policy support** – does the scheme align with the county council’s priorities and does the scheme form part of a Neighbourhood Plan? Positive impact as this change supports WSCC service plan and appropriately responds to the issues of oversized vehicles using this narrow road.

#### **RECOMMENDATION FOR IMPROVEMENT OPPORTUNITY 4b**

**CHIL recommends improvement opportunities 4a and 4b to be carried out simultaneously. High impact, Low cost, high deliverability. Recommended for LPC’s approval, to be followed by a CHS application June 2025**

## **IMPROVEMENT OPPORTUNITY 5**

### **Bridge over the River Lavant.**

**Identified Issues: The bridge is old.** It is part of Lavant's heritage asset but is subject to very large and heavy vehicles of destructive weight and large volumes of traffic. These factors will if allowed to continue combine to threaten the structural integrity of the bridge. Recently (02/May/2025) an Ainscough mobile crane (19tons) was seen crossing the bridge. One of many HGVs.

The dynamic loading and movement in the structure due to the weight and quantum of traffic induces a sudden change in force and causes fluctuations of the live load as well as the vibratory movement of the bridge structure.

There are no weight restrictions or warning of a narrow bridge signed at the entry points to the village.

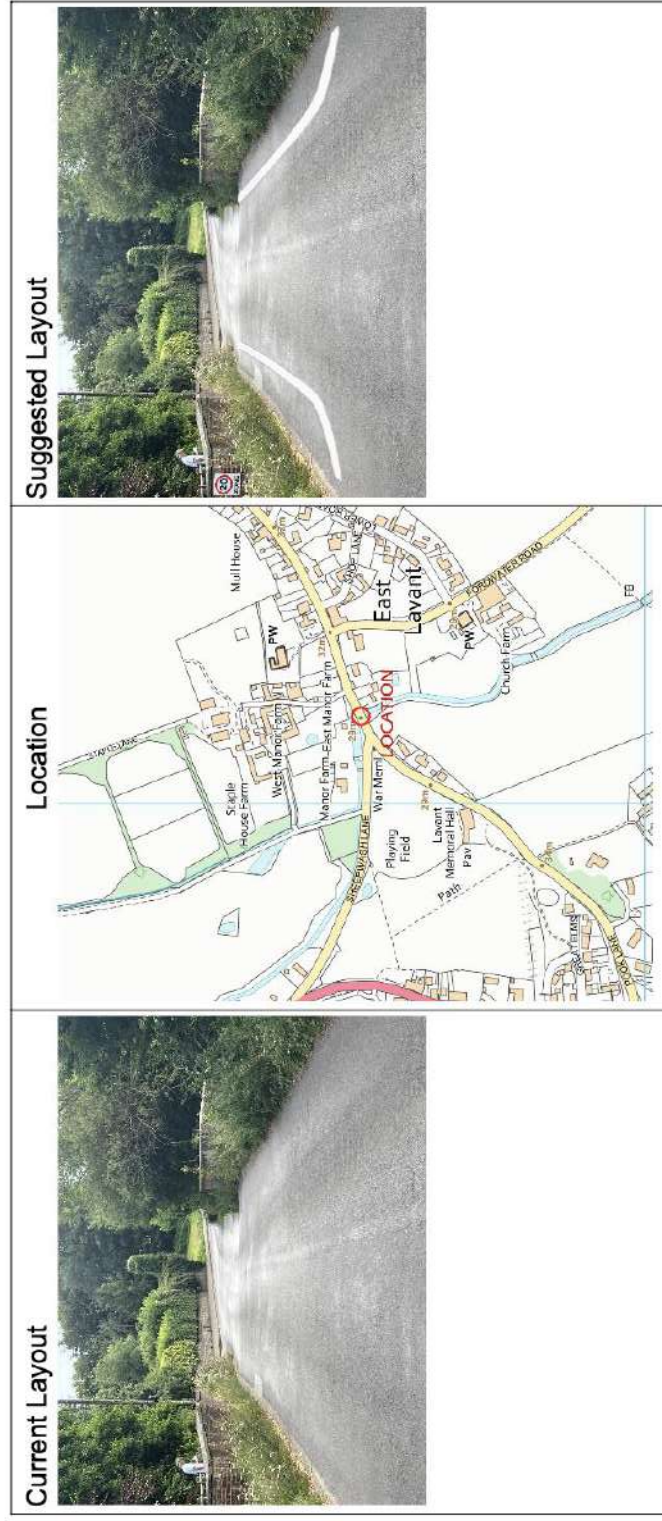
The bridge is narrow. It is frequently used by vehicles travelling in opposite directions and collisions are more frequent.

The bridge is demonstrably special to the local community, holds a particular historic significance, and is significant in maintaining the setting and connectivity of the village.

## **Lavant Village Highway Suggestions**

### **Location 3 - Pook Lane Bridge. Proposed - White lines on road to reduce speed over bridge**

The hump back bridge area currently suffers from cars shooing out of Sheepwash lane and speeding down Pook lane. The area around this junction has a significant amount of pedestrian movement and reducing the speed of the cars will make it much safer. The white lines visually constrict the road going over the bridge and will encourage drivers to reduce their speed to a much more acceptable velocity for a village. Reminder signage for 20mph placed onto abutments



#### **Positive Outcomes:**

1. Helps to reduce vehicle speed around the Sheepwash lane and Pook Lane junction.
2. Makes this area a lot safer for pedestrians.



### **Improvement Opportunity 5**

**EITHER** painted white lines on road surface indicating reduced road width across the bridge (as shown in the image above) supplemented by signage on the abutments

**OR** priority traffic signage combined with a 7.5-ton weight restriction and white lines



This improvement will reduce the incidents caused by vehicles colliding on the bridge. It will also tend to calm traffic speeds as vehicles approach the bridge and stop the large vehicles passing through East Lavant.

### **Improvement opportunity 5 links to the WSCC Key scoring considerations for CHS as shown below:**

**Journey times** - No adverse impact as traffic amount will be reduced.

**Public space** – No adverse impact. Improved perception safety hazard on parallel footpath

**Highway safety** - Improved safety for drivers via reduced vehicle collisions and reduced severity of potential injuries to drivers. Weight limit of 7.5tons will allow medium goods vehicles but not the largest vehicles.

**Economic Growth** – No adverse impact

**Environmental Impact** – No adverse impact. Improved air pollution by disallowing the largest trucks.

**Feasibility and deliverability** – This opportunity is easily deliverable, with very low implementation costs and reduced ongoing bridge maintenance costs. This change only requires signage and road markings. No requirement for land take.

**Policy support** –This proposed change aligns with the county council’s priorities (WSCC Service Plan) and aligns with the made LNDP.

**RECCOMENDATION FOR IMPROVEMENT OPPORTUNITY 5**

**CHIL commends improvement opportunity 5 to LPC. High impact, low cost, high deliverability. Recommended for LPC's approval, to be followed by a CHS application June 2025**

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## **IMPROVEMENT OPPORTUNITY 6**

### **Sheepwash Lane – includes junctions with A286/ Pook Lane and Marsh Lane**

**Identified Issues: Brief History** This Lane is what it says – it was used as a path alongside the river as access for sheep dipping. It was part of the agricultural area contiguous with the area that is now the village green.

Historic photos suggest that the river Lavant at this point was originally crossed by a ford before the Pook Lane bridge was built parallel and adjacent. Thus, the bridge and Sheepwash Lane are demonstrably special to the Lavant community and jointly hold a particular historic significance in the SDNP.

Since that time Sheepwash has undergone various iterations of re surfacing and configuration appropriate for motor vehicles. More recently WSCC highways changed access from the A286 and introduced a one-way single direction road (west to east) and a parallel cycleway.

**The Current situation: Many, many people use Sheepwash Lane.** Sheepwash Lane, with access to the Downs and the village green, has become much used for the health, wellbeing and enjoyment of residents and many visitors.

Walkers Park to access the SDNP, riders ride, cyclists stop and pass on, few campervans will spend the night, people stop and watch the cricket, families romp on the village green. The village hosts the Duck Race, the village fete and many other community functions.



*Road closed for a Lavant event*

**Conflict between vehicles and pedestrian safety:** The reconfigured exit from the A286 is 'fast' – more like a slip road - when travelling east and speeds recorded by *Lavant Speedwatch Group* at the Marsh Lane bridge confirms that this is generally inappropriate and over the speed limit. In addition, from time to time despite the one-way sign's vehicles try to access the A286.

Thus, the use of Sheepwash Lane by many pedestrians with families involves a real safety hazard. The pavements are narrow and non-existent on the river side.

The crossing to/from Marsh Lane over the river joins at the midpoint of Sheepwash Lane. The many people who use this route currently will soon be joined by many more from the new Mid Lavant footpath. The extant hazard of crossing the Sheepwash lane traffic remains at the Marsh Lane bridge.

This new footpath alongside the river has been created as a component of the LNDP. It will provide **much better connectivity and accessibility from mid Lavant** to the village green that will not require walking alongside (particularly dangerous across the old railway bridge) or crossing the heavily trafficked A286.

The core issue is simple. The river is a picturesque and social asset but inaccessible and unsafe. There is no safe and quiet place, no refuge to linger, to stand or to paint or photograph. Or simply to contemplate. There is much potential for improvement.

The road is closed from time to time (e.g. overtopping of the river, sewerage spills, the Duck Race) and there is no difficulty with eastbound traffic routing via the mini roundabout at those times.



*Riverside landscaping West Dean*



**CHIL have considered 2 opportunities for Sheepwash Lane:**

### **IMPROVEMENT OPPORTUNITY 6a**

#### **The stopping up of Sheepwash Lane**

The “stopping up” of Sheepwash lane via a TRO (Traffic Regulation Order) as a highway for through traffic whilst maintaining pedestrian access will create a substantially pedestrian-only zone.

There would remain some limited access for vehicles – the few cars that can park in Sheepwash and those who gain access to the few residential properties and agricultural vehicles to Marsh Lane.

Stopping up provides the opportunity to re-instate the riverbank and its environs as a tranquil place connected to the village green. There would be safe access to Marsh Lane and onwards to the Downs and accessibility and connectivity to mid Lavant and vice versa for the many mid Lavant residents.

It would enable the re-landscaping of the length of Sheepwash between the A286 (close to the Village Pound) and Pook Lane bridge. It would provide a connectivity between the river and the village green and Marsh Lane.

The village pond, the village pond would all be improved by re-landscaping Sheepwash Lane as a pedestrian facility.



*Opportunity 6a Key Features as seen on Google Earth*



## WSCC commentary

*In January 2025 CHIL were advised by WSCC that “closing Sheepwash Lane junction with the A286 would not be supported by WSCC as the closure would increase pressure on surrounding roads”.*

### The contention of CHIL is:

1. Assessing a road involves determining both its ability to carry a load (capacity) and its ability to withstand the force applied by vehicles (pressure).
2. Pressure (as mentioned by WSCC) refers to the stress exerted on the road surface by vehicles. The pressure (ability to withstand the force applied by vehicles) is determined by the weight of the vehicle and the area of contact with the road surface (tyre footprint). Factors like vehicle type (e.g., heavy trucks vs. cars) and tyre pressure affect the pressure exerted. Roads are designed to withstand the expected pressure from traffic.
3. CHIL’s response is that there will be no increase in either of these criteria on surrounding roads if Sheepwash Lane was stopped up and the A286 egress closed.
4. If WSCC were in fact referring to more cars it should be noted that Sheepwash Lane is only used by some eastbound traffic and as such the surrounding roads are able to cater for this traffic when flowing in a westerly direction. Presumably this was considered acceptable at the time of making Sheepwash one way.
5. Furthermore, WSCC advised that *Highway improvements tend to be extremely costly so unless there are significant benefits larger scale more costly schemes tend not to be prioritised*. As a generality Value for Money is most important.
6. In summary it is the opinion of CHIL that Opportunity 6a represents by far the best value for money as the cost to WSCC will not be significant. The funding of improvement could access other sources and be carried out incrementally. THE BENEFITS to the community and visitors FAR OUTWEIGH ANY DISADVANTAGE TO DRIVERS.

### The ways by which this improvement opportunity 6a links to the WSCC Key scoring considerations

**Journey times** – No significant adverse impact.

**Public space** - Major improvement resulting from improved safety, connectivity and accessibility for all residents and visitors if Sheepwash Lane is closed to vehicles.

**Highway safety** - Compliance with Policy H2 of the Highway Code as updated Jan 2022 improved safety for pedestrians. Reduction in severity of potential accidents, injuries and damage to riverbank verge.

**Economic Growth** – We believe this change improves the potential for economic growth arising from increased accessibility to the Memorial Hall, local businesses and public transport.

**Environmental Impact** (Carbon emissions, air quality and impacts on surrounding environment). The creation of an environment that Enhances Lavant’s pedestrian routes and open spaces,

promotes a healthy environment and general wellbeing for local residents and many visitors will have psychological benefits.

**Feasibility and deliverability** – The closure of Sheepwash Lane is considered to warrant a high score in terms of feasibility and deliverability. There will be limited initial and ongoing maintenance costs to WSCC. It warrants a high score in respect of value for money.

**Policy support** – This change is commensurate with WSCC service plan and appropriately responds to the issues of perceived and actual speed of traffic as incorporated in policy 20 of the submitted LNDP.

This change is commensurate with a high quality and safe environment within the SDNP Park and will contribute to their ambition for vehicle free cycle routes.

**Policy compliance note:** *Section 39 of the Road Traffic Act 1988 places a duty on the Local Authority to 'prepare and carry out a programme of measures designed to promote road safety'. Where pedestrians must regularly cross any stretch of road – there being no other way to reach the other side – and that crossing is unsafe, section 39 implies that doing nothing is not an option: a programme of measures designed to promote safety at that crossing must be prepared and carried out. We believe this proposed crossing, together with the package of other measures to calm the traffic as it passes through the village, will meet the demands of the Road Traffic Act 1988.*

#### **RECOMMENDATION FOR IMPROVEMENT OPPORTUNITY 6a**

**CHIL commends improvement opportunity 6a to LPC. High impact, low cost, high deliverability. Recommended for LPC's approval, to be followed by a CHS application June 2025**

## **IMPROVEMENT OPPORTUNITY 6b**

### **Solutions to resolve the safety issues at the Sheepwash junctions with the A286 (west) and Pook Lane (East) and the crossing at Marsh Lane**

This would require reconfiguration of the west end of Sheepwash Lane (A286 junction), the east end (Pook Lane junction) and a crossing place at the end of Marsh Lane. These are referred to as Opportunity 6b (1), 6b (2) 6b (3) below.

#### **6b (1) Sheepwash Lane /Marsh Lane junction**

**Problem statement:** Marsh Lane is very well used by recreational walkers as well as people hiking, cycling and running. However, there is no footpath running along the riverbank and the only way to access Marsh Lane is by crossing Sheepwash Lane from the footpath running east/west along the edge of the village green.

Sheepwash Lane straightens out at this point and being a 'no-through' road east to west, the vast majority of traffic travelling west to east, tends to speed along this open stretch of Sheepwash Lane. It is a safety hazard.

#### **Improvement opportunity 6b (1)**

**Improvement for Sheepwash Lane close to the junction with Marsh Lane** is shown below in drawing 0007 P02. It provides a build out which will interrupt the straight length of carriageway, guide traffic away from the riverbank and the entrance to Marsh Lane entrance.



**Improvement opportunity 6b (1) links to the WSCC Key scoring considerations as follows:**

**Journey times** - No impact

**Public space** - positive impact on the utility of public roadside areas

**Highway safety** - positive impact via improved access to a safe road crossing point for pedestrians. Reduction in severity of potential accidents at the crossing point.

**Economic Growth** – No adverse impact

**Environmental Impact** –Improvement to the accessibility of the SDNP for pedestrians. Supports and is commensurate with the high-quality environment within the South Downs

**Feasibility and deliverability** – This improvement opportunity is not currently supported by WSCC Highways. (Jan'25)

**Policy support** – This change supports WSCC service plan.

**6b (2) Sheepwash Lane /Pook Lane junction**

**Problem statement:** The road layout at this junction encourages unsafe driver behaviour. Signage and road markings are ignored, and more physical interventions are needed.

There is no safe crossing point for pedestrians at this junction. See note above on Policy Compliance.

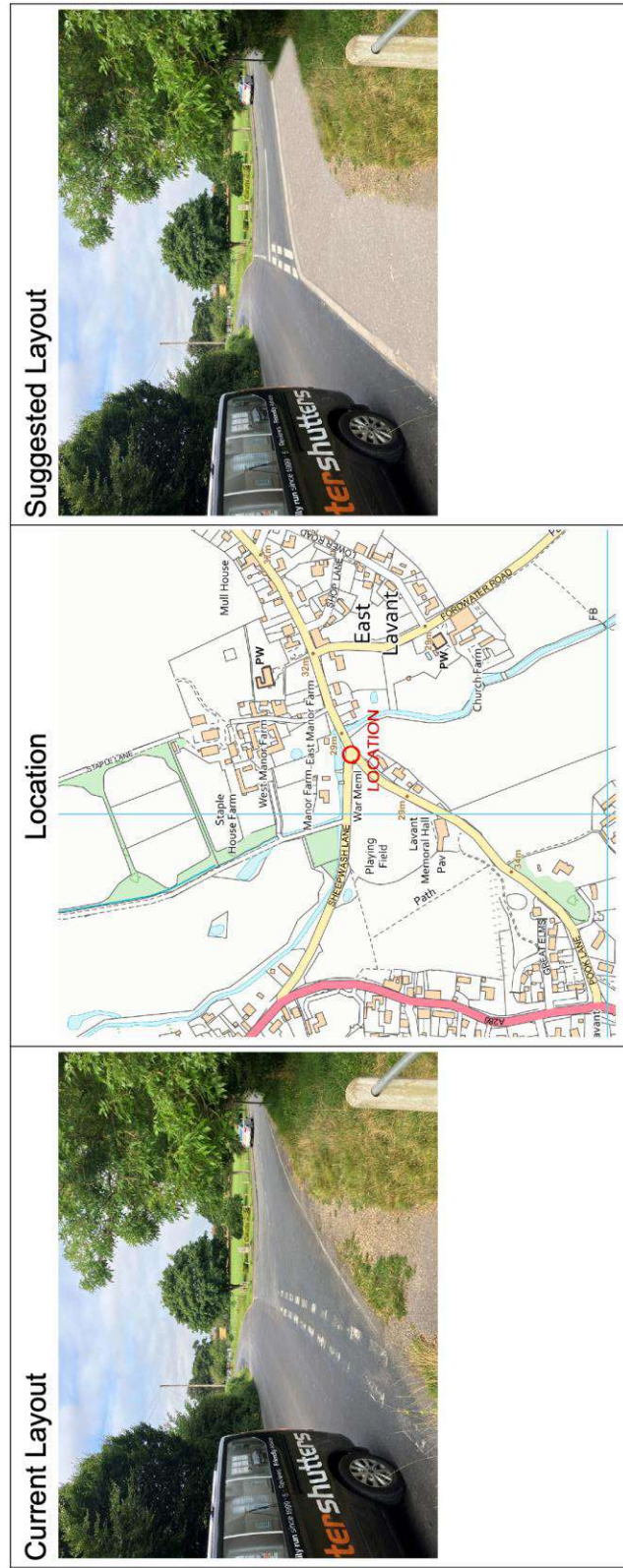
- **Poor road layout/design and signage.** The road layout does not encourage drivers to slow down and give priority to pedestrians. Vehicles travelling east along Sheepwash Lane, wanting to turn left onto Pook Lane, will treat the junction as a bend and similarly vehicles travelling west along Pook Lane and turning right onto Sheepwash Lane. Such manoeuvres are often undertaken at inappropriate speeds.
- Vehicles treating the junction as a left-hand bend will often emerge onto Pook Lane at speed with merely a glance into Pook Lane. They encroach into the path of oncoming traffic from the bridge.
- Careless driving has resulted in accidents, hospitalised the injured and caused damaged the bridge and road edge.
- **No safe pedestrian crossing point.** The pedestrian footpath over the bridge does not extend along the northern edge of Sheepwash Lane. Pedestrians are therefore forced to cross the road at this junction in order to access the footpath along the southern edge of Sheepwash Lane. The road is wide at this junction with Pook Lane and with traffic failing to slow down, the safety of pedestrians is put at risk when crossing the intersection.



## Lavant Village Highways Suggestions

Location 5 - Sheepwash Lane/Pook Lane junction. Proposed - Reduce width of junction mouth significantly and provide wide pavement for crossing.

This junction causes considerable issues with drivers coming down from Sheepwash lane often racing the traffic coming along Pook lane to get ahead in front of the bridge over the river Lavant. Due to the extremely wide mouth of the junction, the drivers can zoom through without sensible consideration for traffic coming over the bridge from the other side, or with any consideration for pedestrians trying to cross to the village green. By reducing the mouth of the junction opening and adding a wide pavement the drivers coming down Sheepwash lane will be discouraged from racing traffic coming down Pook lane and encouraged to 'give way' to both traffic on Pook lane and pedestrians wishing to cross over to the village green.

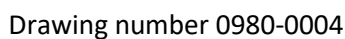


Positive Outcomes:

1. Reduces traffic racing to get ahead of traffic coming down Pook lane
2. Reduces speed of traffic at the junction and makes them more aware that there may be pedestrians trying to cross.
3. Reduces the width of the road that the pedestrians actually have to cross.

Early visualisation

**Suggested improvements for Sheepwash Lane with Pook Lane** are shown in drawings 0980-0004 and 0980-0005. The realignment enables refuse trucks and fire tender swept paths and requires kerb realignment, road markings including coloured tarmac and signage to provide a safe crossing point.





Improvement opportunity 6b (2) offers the following:

- Improved road layout/design and improved safety for pedestrians.
- This proposed change responds to Policy H2 of the Highway Code as updated Jan 2022, which gives pedestrians the right of way at minor road junctions.
- Pedestrians are provided with an appropriately designed crossing point with increased visibility.
- The road layout is improved to encourage drivers to slow down and or stop, before emerging from Sheepwash Lane onto Pook Lane.

**Opportunity 6b (2) links to the WSCC Key scoring considerations are as follows:**

**Journey times** - No adverse impact.

**Public space** - major improvement resulting from improved safety, connectivity and accessibility for all residents and visitors who use this primary route.

**Highway safety** - Compliance with Policy H2 of the Highway Code as updated Jan 2022 improved safety for pedestrians via a non-signalised crossing point. Reduction in severity of potential accidents, injuries and damage to riverbank verge.

**Economic Growth** – We believe this change improves the potential for economic growth arising from increased accessibility to the Memorial Hall, local businesses and public transport.

**Environmental Impact** – Carbon emissions, air quality and impacts on surrounding environment. The creation of a more pedestrian-friendly environment encourages walking instead of driving. Enhancing Lavant's pedestrian routes, promotes a healthy environment and general wellbeing and improved health for local residents and many visitors.

**Feasibility and deliverability** – The proposed changes to the junction layout and the creation of a safer crossing point for pedestrians is considered to warrant a high score in terms of feasibility and deliverability and a low score in terms of costs to WSCC. Encourages more careful driving and therefore reduces damage to the highways, thus reducing WSCC's ongoing maintenance costs. This change requires minimal build out of a footpath and road markings.

**Policy support** – This change is commensurate with WSCC service plan and appropriately responds to the issues of perceived and actual speed of traffic as incorporated in policy 20 of the submitted LNDP.

This change is commensurate with a high quality and safe environment within the South downs National Park.

***Policy compliance note:*** Section 39 of the Road Traffic Act 1988 places a duty on the Local Authority to 'prepare and carry out a programme of measures designed to promote road safety'. Where pedestrians must regularly cross any stretch of road – there being no other way to reach the other side – and that crossing is unsafe, section 39 implies that doing nothing is not an option: a programme of measures designed to promote safety at that crossing must be prepared and carried out. We believe this proposed crossing, together with the package of other measures to calm the traffic as it passes through the village, will meet the demands of the Road Traffic Act 1988.



### **6b (3) Sheepwash lane junction with A286**

**Problem statement:** The layout and design of this junction is a safety hazard to all pedestrians and cyclists. In addition, it should be noted that drivers have been seen to ignore the one-way signage and so have driven the wrong way up this road to join the A286 at this hazardous junction.

**The specific issues identified at this dangerous junction include:**

- **Pedestrian safety and traffic speed.** Vehicles travelling west to east along the A286 turning left into Sheepwash Lane often do so recklessly without reducing speed, treating the junction as a slip road (for which it appears to have been designed). The single carriageway downhill slope is in very close proximity to the narrow pedestrian footpaths. This is a serious safety hazard.



*Slip road from the A286 looking east*

Accidents have occurred as result of drivers ignoring the no entry signs and driving their vehicles the wrong way (east to west) up this single carriageway road to join the A286 but also missing the slip road.





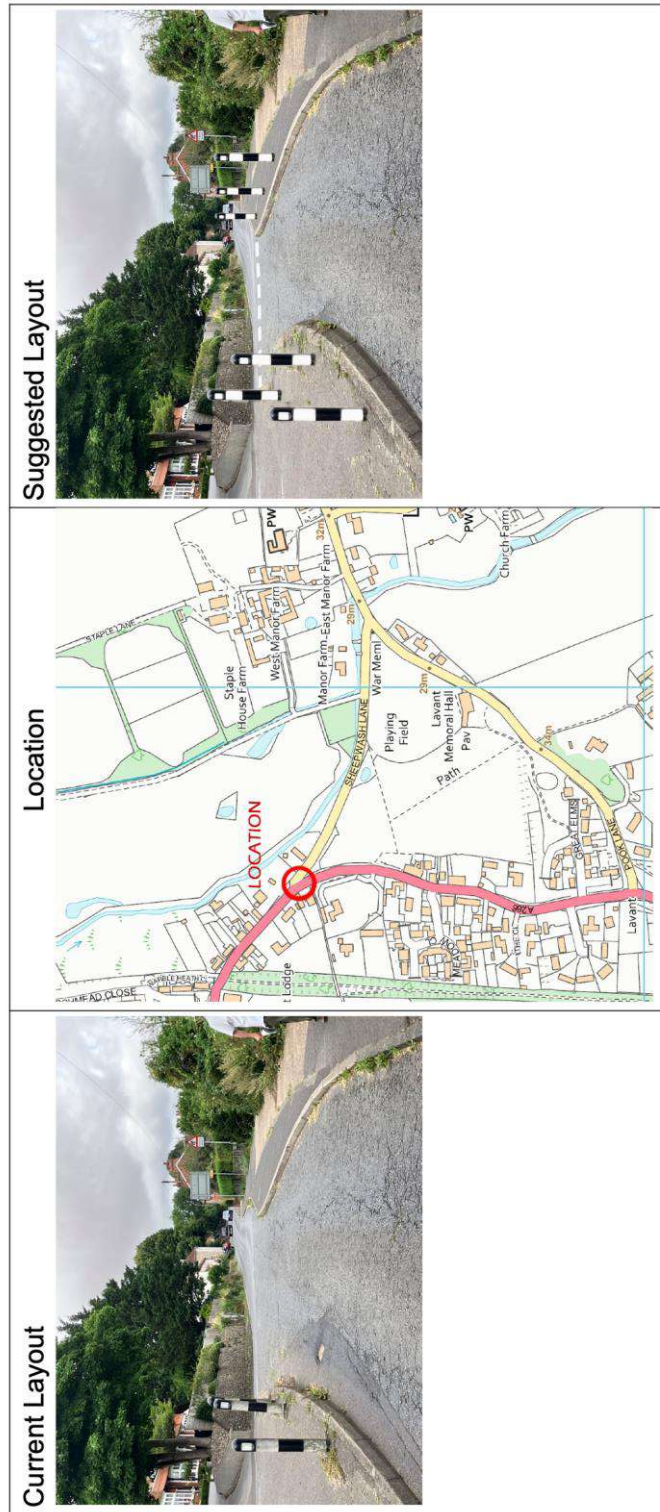
*Damage caused by a vehicle which failed to negotiate the road at the Sheepwash junction with the A286. Having left the road, the vehicle crossed the footpath, crashed into and removed a bollard.*

Pedestrians using this public footpath do so at serious risk of being struck by vehicles.

## Lavant Village Highways Suggestions

Location 1 - Sheepwash Lane. Proposed - Graphic on wall of a silhouette of a family (view is looking up Sheepwash Lane to A286)

The aim here is to reduce the speed that cars can come down the hill by creating a chicane, similar to the one that used to be there - the result is that the traffic continues to move smoothly, but without endangering pedestrians. New bollards are added and a clear white junction line is added at the intersection between Sheepwash Lane and the A286.

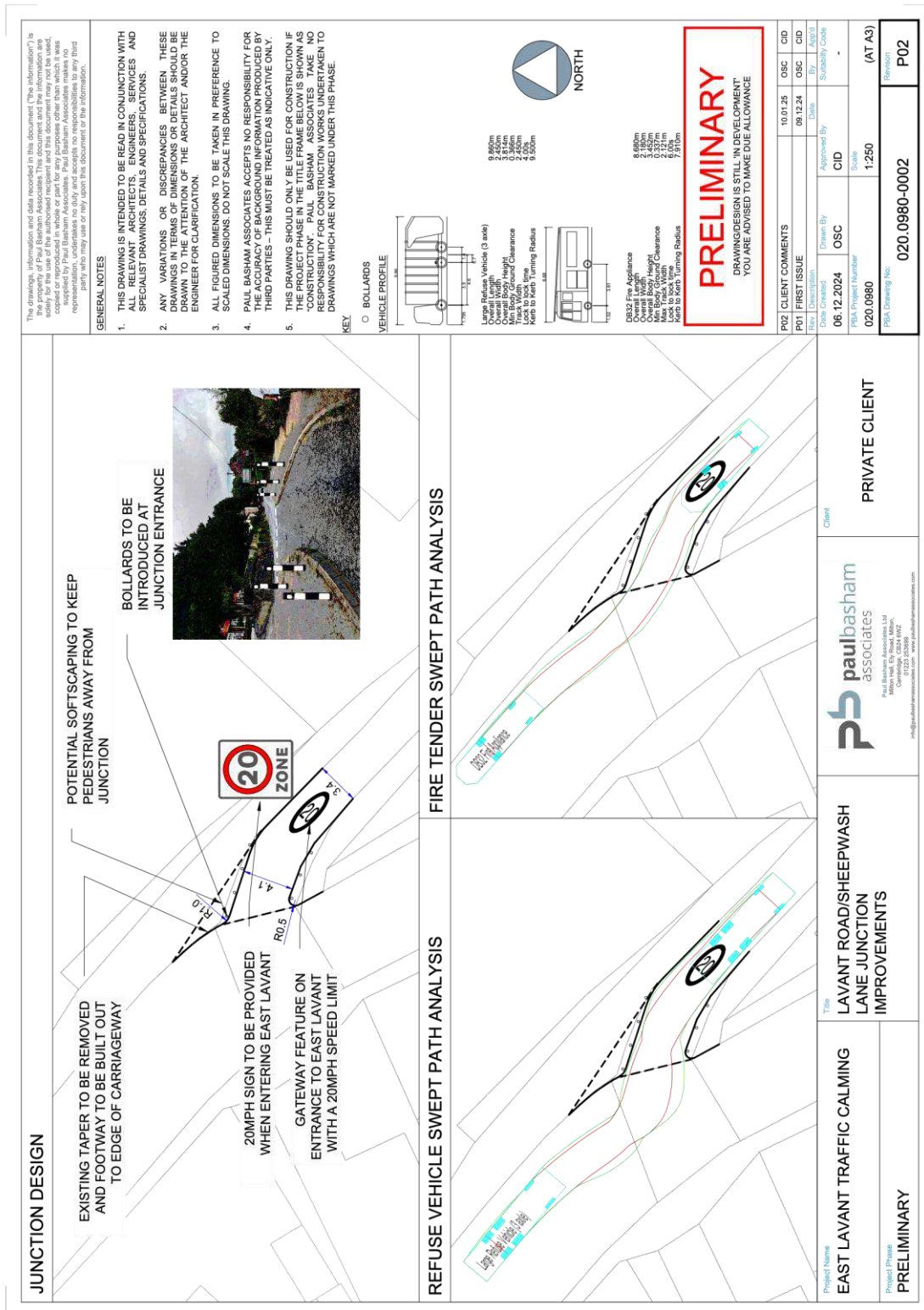


Positive Outcomes:

1. Reduces vehicle speed without impeding traffic flow.
2. Makes the Sheepwash Lane area a lot safer for pedestrians.

Early visualisation

**Improvement opportunity 6b (3) offers the following:** A reconfiguration of the turn off from the A286 to force drivers to slow down. This appears to echo a previous alignment when viewing the junction





**Opportunity 6b (3) links to the WSCC Key scoring considerations are shown below:**

**Journey times** - No impact on west bound traffic as Sheepwash Lane is already closed in westbound direction. No increase in traffic volume using the A286 through the village. The capacity of the surrounding roads are not materially affected as they already carry the volume of traffic which results from the current one-way system. No increased “pressure” on surrounding roads.

**Public space** - major improvement to pedestrian connectivity and accessibility for all visitors to village green, marsh lane, the South Downs National Park and Lavant’s Memorial Hall.

**Highway safety** - vastly improved safety for pedestrians and all cyclists, riders etc. resulting from the elimination of through traffic.

**Economic Growth** – We believe this change improves the potential for economic growth arising from increased accessibility to the SDNP and to Lavant’s Memorial Hall and village green.

**Environmental Impact** – Major improved to air quality environment. The creation of a more pedestrian-friendly environment. Enhancing Lavant’s outdoor resource as a healthy environment supporting general wellbeing for local residents and many visitors.

Supports and is commensurate with the high quality and safe environment within the South downs National Park.

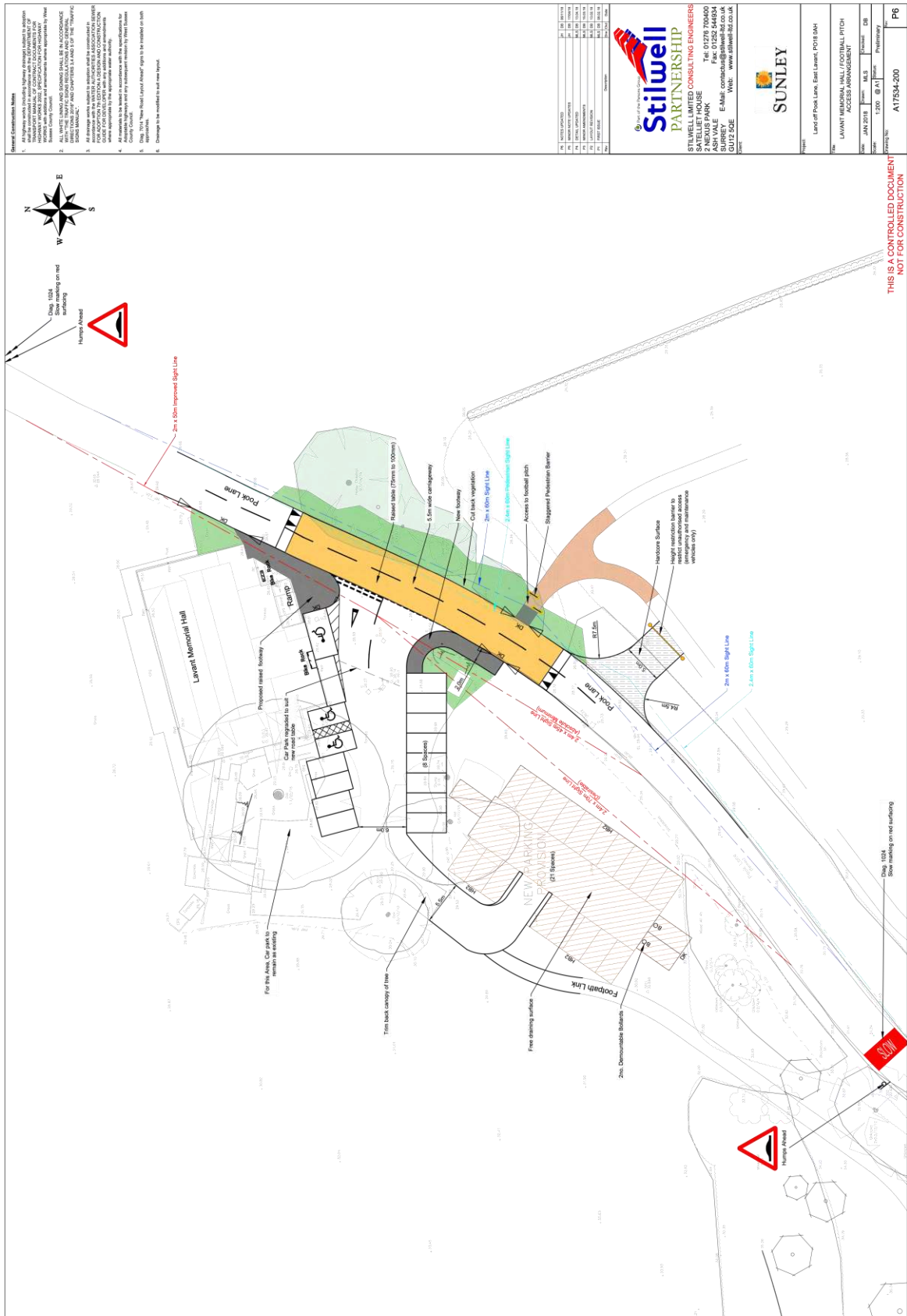
**Feasibility and deliverability** – This opportunity is easily deliverable, with very low implementation costs and significantly reduced ongoing road maintenance costs. This change only requires signage and road markings. No requirement for land take.

**Policy support** – This proposed change aligns with the county council’s priorities (WSCC Service Plan) and aligns with the made LNDP.

**Improvement opportunity 6 b (3)** for the Sheepwash Lane junction with A286 is shown below on drawings 0980-0002 / P02 in which the junction layout is altered such that drivers no longer perceive the junction as a fast exit slip road

**RECCOMENDATION FOR IMPROVEMENT OPPORTUNITY 6b**

**CHIL commends improvement opportunity 6b to LPC. High impact, low cost, high deliverability. Recommended for LPC’s approval, to be followed by a CHS application June 2025**



Drawing number 0980-0002 P02



## **IMPROVEMENT OPPORTUNITY 7**

### **Crossing for pedestrians at Memorial Hall / Sports Field**

**Problem statement:** The planning application design that included this crossing point and on which LPC commented, was not built. An alternative that was signed off by WSCC Highways has proved to be incapable of managing the speed of vehicles. In the opinion of many including the *Lavant Speedwatch Group* speeds have increased, safety has become a greater hazard. Work is required urgently to rectify this inadequacy.

**The specific issues identified at this dangerous crossing point include:**

**Non-compliance with the planning design** which had as its 'centre piece' a raised table of coloured tarmac. Such vertical deflections which have become more common in the Chichester area are proven to be the most effective means of controlling traffic speed.

**Speeding.** The road centre lines, appear to be contributing to an increased number of speeding vehicles. We note that centrelines can act as a psychological separator between the driver and oncoming traffic because, drivers tend to focus on keeping 'their side' of the line and don't pay enough attention to their speed or oncoming vehicles, so long as they stay on 'their side' of the line. We note that; The DfT 'Manual for Streets' states at 9.3.2 & 9.3.3:

*'Centre lines are often introduced to reduce risk but, on residential roads, there is little evidence to suggest that they offer any safety benefits. Additionally, a trial carried out by Transport for London (TfL) on three stretches of road showed that removing central white lines resulted in a reduction in vehicle speeds.'*

**No identification of this pedestrian crossing point.** There are no road markings, signage or roadside furniture to alert drivers as to the presence and location of this pedestrian crossing point.

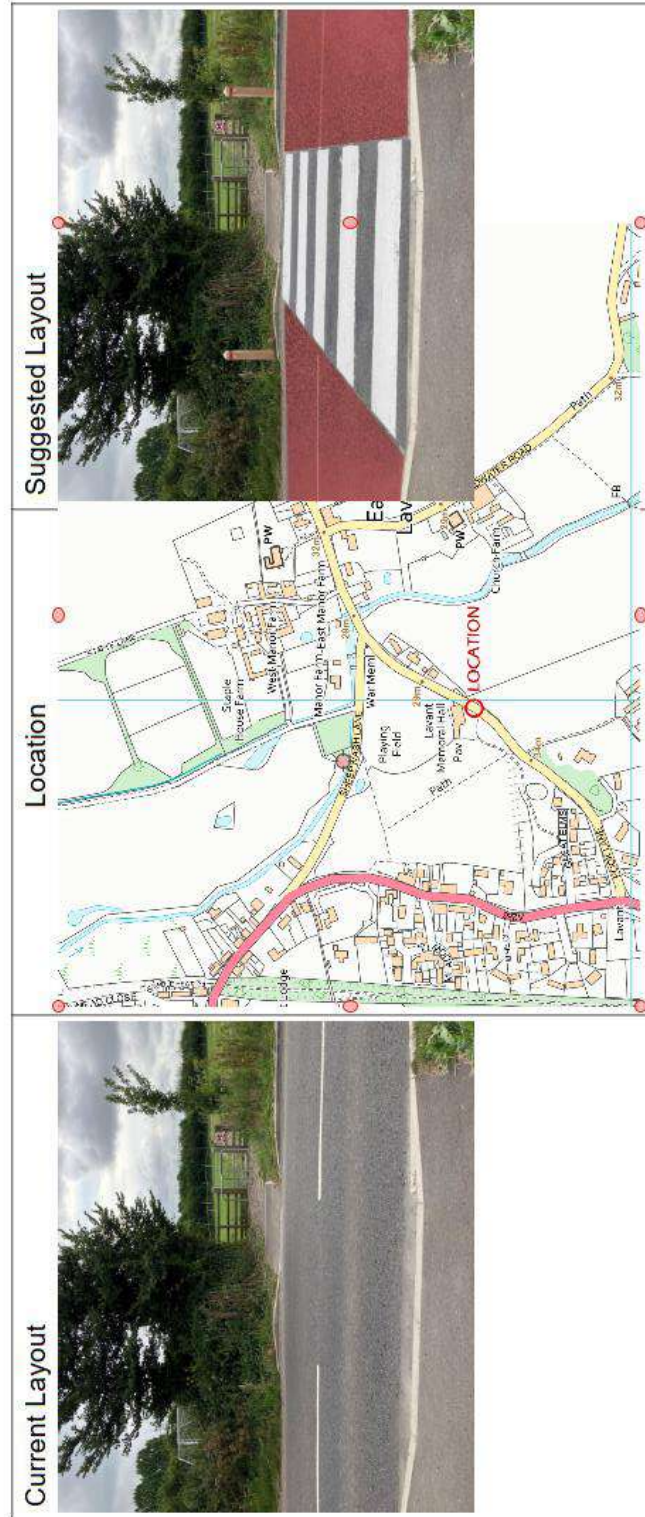
**Current Layout**



## Lavant Village Highways Suggestions

Location 1 - Pook Lane Lane. Proposed - Red asphalt & a zebra crossing with dropped curb (view is looking from the memorial hall to the recreational ground)

This area is particularly dangerous for pedestrians at the moment. Cars come hurtling along in both directions and the pedestrians have no ability to stop the traffic in order to cross. This is a popular recreation ground and is in frequent use by the local community. Red



Positive Outcomes:

1. Informs drivers that this is a place where there will be frequent pedestrian movement.
2. Informs drivers that they should stop if there are pedestrians waiting to cross.
3. Reminds drivers that this is a village.
4. Provides a safe place for pedestrians to cross.

*This photo shows the crossing point to be devoid of anything other than a dropped curb, to indicate the presence of a pedestrian crossing point. There is nothing that can be seen by drivers.*

*Early Concept of an enhanced crossing point proposal at the Memorial Hall*

### **Improvement opportunity 7**

We understand that there four main techniques applicable to traffic calming programmes:

- Vertical deflections (the most effective),
- Horizontal deflections
- Road narrowing
- Central islands

Thus, in addition to our proposal to reduce the speed limit within East Lavant to 20mph, the improvements we recommend at this crossing point for pedestrians are targeted to address the identified issues as follows:

**Reinstate the original planning design** Vertical deflections are a known solution to speeding problems. They are evident in many road schemes elsewhere in Chichester and we would urge that this is implemented here as originally envisaged. CHIL do not understand the objection previously raised by WSCC Highways to this solution.

**Speeding** Removal of the road centrelines results in a more cautious driving attitude. The driver pays more attention because the closing speed becomes much more uncomfortable, leading to an easing of speeds all round.

We understand that centrelines were recently removed from roads within nearby Boxgrove, specifically to reduce traffic speeds. We have been informed that removal of the centre lines has indeed contributed to a reduction in traffic speeds.

**Making the pedestrian crossing point obvious to drivers.** The application of warning signage, change in surface texture, tactile paving, crossing road markings and the addition of roadside graphics will significantly highlight the presence of the pedestrian crossing point.

**Policy compliance note:** *Section 39 of the Road Traffic Act 1988 places a duty on the Local Authority to 'prepare and carry out a programme of measures designed to promote road safety'. Where pedestrians must regularly cross any stretch of road – there being no other way to reach the other side – and that crossing is unsafe, section 39 implies that doing nothing is not an option: a programme of measures designed to promote safety at that crossing must be prepared and carried out. We believe this proposed crossing, together with the package of other measures to calm the traffic as it passes through the village, will meet the demands of the Road Traffic Act 1988.*

### **This improvement links to the WSCC Key scoring considerations:**

**Journey times** - No adverse impact

**Public space** - major improvement resulting from improved connectivity and accessibility for all users of the Memorial Hall and the sport field.

**Highway safety** - improved safety for pedestrians via a non-signalised crossing point. Reduction in severity of potential accidents and injuries.

**Economic Growth** – We believe this change improves the potential for economic growth arising from increased accessibility to the Memorial Hall.

**Environmental Impact** – Carbon emissions, air quality and impacts on surrounding environment. The creation of a more pedestrian-friendly environment. Enhancing Lavant’s outdoor resource as a healthy environment supporting general wellbeing for local residents and many visitors.

Supports and is commensurate with the high quality and safe environment within the South downs National Park.

**Feasibility and deliverability** – High score in terms of feasibility and deliverability, low score in terms of costs to WSCC. Encourages more careful driving and therefore reduces damage to the highways and signage, thus reducing WSCC’s ongoing maintenance costs. No requirement for land take.

**Policy support** – This change supports WSCC service plan and appropriately responds to the issues of perceived and actual speed of the traffic through Lavant and as incorporated in policy 20 of the submitted LNDP.

#### **RECCOMENDATION FOR IMPROVEMENT OPPORTUNITY 7**

**CHIL commends improvement opportunity 7 to LPC. High impact, low cost, high deliverability. Recommended for LPC’s approval, to be followed by a CHS application June 2025**

## **IMPROVEMENT OPPORTUNITY 8**

### **Lavant Road A286/ Pook Lane mini roundabout**

**Problem statement:** The flat mini roundabout is ineffective at controlling speed or preventing large vehicles from using Pook Lane as a rat-run.



*A286/Pook Lane existing mini roundabout*

#### **Specific issues identified**

- The current mini roundabout is overrun by traffic travelling in either direction along the A286. Drivers frequently do not adopt an appropriate speed when negotiating this roundabout as they drive over it. There is inadequate warning of narrow access to Pook Lane (i.e. not visible until you are off the roundabout).
- Ineffective signage that fails to control traffic entering Pook Lane.

#### **Improvement opportunities**

Improvement opportunity 8 for Lavant Road / Pook Lane mini roundabout is shown below in drawing 0980- 0001/ P02, in which the roundabout is raised and speed limit is reduced to 20mph for Pook Lane.



All road and pole signage into Pook Lane to be assessed and changed to ensure that traffic DOES NOT have to turn into Pook Lane before realising that there is a weight limit on the bridge and that the road is restricted in width



*A new domed mini roundabout*

**Improvement Opportunity 8 links to the WSCC Key scoring considerations:**

**Journey times** - No adverse impact

**Public space** - No impact

**Highway safety** - Safer use of this busy 3-way junction

**Economic Growth** – No impact

**Environmental Impact** –No impact

**Feasibility and deliverability** – Both feasible and deliverable

**Policy support** – Consistent with the requirement to identify and mitigate potential dangers to pedestrians.

**RECCOMENDATION FOR IMPROVEMENT OPPORTUNITY 8**

**CHIL commends improvement opportunity 8 to LPC. High impact, low cost, high deliverability. Recommended for LPC's approval, to be followed by a CHS application June 2025**



## **IMPROVEMENT OPPORTUNITY 9**

### **New Road/ Fordwater junction**

**Problem statement:** A solution is required to prevent a serious accident or fatality on the public footpath caused by excessive speed at the end of a fast straight road with a sharp bend into Fordwater.

**Specific issues:** The protection of pedestrians from a serious injury when walking on the hedge behind the footpath in Pook Lane

This junction comes at the west end of New Road after vehicles have driven along New Road (The Lavant Straight) at very fast speeds.

The bend into Fordwater is not clearly marked and a number of vehicles have missed the bend and ploughed through the hedge ahead. The other side of that hedge is a pedestrian footpath. A serious accident is waiting to happen.

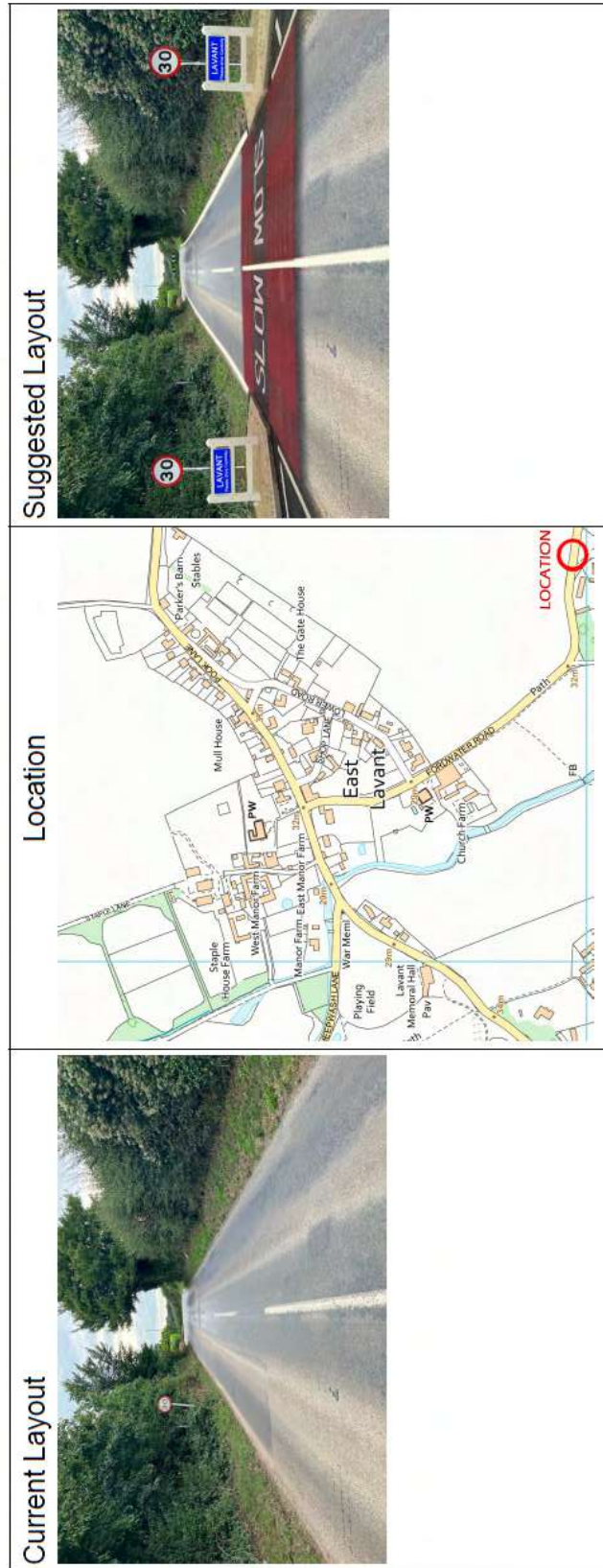
**Improvement opportunities:** Installation of a short length of steel crash barrier on the roadside of the hedge on the corner

Installation of 'Village Gates' on roadside 'islands' coupled with prominent speed limit signs, notice of a dangerous bend and a band of coloured tarmac with 'slow'

## Lavant Village Highways Suggestions

Location 8 - New Lane village boundary point. Proposed - Addition of village gates (on islands), prominent speed limit signs, road marking village boundary indicators, solid white lines & chevron signs to indicate sharp corners.

This boundary point for the village suffers badly with severe speeding violations by many drivers. There have been a considerable number of accidents over the years as some drivers fail to reduce their speed from 60mph to 30mph and arrive at the S-bends at a very dangerous velocity. As you can see, the 30mph sign on one side has been hit and now stands at an unhelpful angle and the other sign is completely obscured by the vegetation. The proposed solution introduces village gates on concrete islands, with clear speed limit signage. The road has a clear 30mph demarcation zone and the village (and speed) boundary are clear and defined. There are strong white lines on either side of the road and road markings in the middle (drivers often cut across the centre line as they accelerate from the S-bends onto the straight road, so it is important to keep the centre line). There are also chevron signs at the S-bends so that drivers are aware of the sharp corners to come and encouraged to slow down.



Positive Outcomes:

1. Makes drivers aware that they are entering a village - the gates on their plinths make it very clear.
2. Encourages drivers to slow down with red road markings, white lines, signage & chevrons up ahead.

**Improvement Opportunity 9 links to the WSCC Key scoring considerations:**

**Journey times** - No adverse impact

**Public space** - No impact

**Highway safety** – An opportunity to mitigate a huge safety hazard

**Economic Growth** – No impact

**Environmental Impact** –No impact

**Feasibility and deliverability** – Both feasible and deliverable

**Policy support** – Safety issues referred to elsewhere in the schedule of opportunities

**RECCOMENDATION FOR IMPROVEMENT OPPORTUNITY 9**

**CHIL commends improvement opportunity 9 to LPC. High impact, medium cost  
Recommended for LPC's approval, to be followed by a CHS application June 2025**

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