

COMMUNITY HIGHWAYS SCHEME

PROPOSAL BY RAKE AND HILLBROW COMMUNITY

Part 1 ISSUES, NEEDS AND/OR INITIATIVES AND BENEFITS.

1 Community of Rake and Hillbrow

1.1 This Community Highways Scheme (CHS) proposal is submitted by the community of Rake and the adjoining part of Hillbrow residential area situated within the Parish of Rogate in the far north-west corner of West Sussex bordering Hampshire and within the South Downs National Park. The parish/county boundary runs northwest/southeast through part of Rake village and the residential area along the B2070 to Hillbrow. The CHS proposal relates principally to works associated with the B2070 passing through Rake and Hillbrow for which West Sussex CC is the highway authority. This length of road has 3 sections running from northeast to southwest as follows:

- Section 1 - Rake Village (900m - currently within a 40mph speed limit zone)
- Section 2 - Hillbrow community (500m – currently a 40mph speed limit zone)
- Section 3 - Residential area between Rake and Hillbrow (700m - currently a 50 speed limit mph zone)

1.2 The B2070 was formerly the A3 London to Portsmouth trunk road. In contrast to Hampshire CC, no physical changes to the road have been made by WSCC since the new route of the A3 trunk road between Petersfield and Liphook was opened in 1992. Sections of dual carriageway remain in close proximity at both ends of the community area. Speed limits were introduced c2008 on the 3 sections of single carriageway road. It remains a heavily used through route for traffic between Petersfield and Liphook/Hindhead and linking to the A3. Highways traffic data (Site Number: 03524 opposite Rake Garden Centre) shows average weekday volumes of 7100 vehicles (+/-100 HGV), 85th percentile speed of 45mph and mean average speed of 39mph.

1.3 There are 230 dwellings (2011 census) in Rake and Hillbrow within the parish boundary. A further c60 dwellings are situated just over the county border, some with property boundaries astride the county boundary accessed from the B2070. A total of c600 adults reside in the community of whom 414 reside within the electoral boundary of Rake (2019 electoral roll).

2 **Section 1 - Rake Village.**

2.1 Rake Village straddles the B2070. The village is linear with its centre at the cross roads of Brewells Lane/Bull Hill) where the Flying Bull Public House and adjacent Village Hall are situated. The bus stops used for bussing children to secondary schools is situated in laybys on both sides of the B2070 at this junction. This junction is difficult for pedestrians to traverse safely in any direction because pavements become indistinct as they merge into the local roads which have widen arcs at the junction with the B2070. This becomes a particularly busy route for parents/children walking to/from Rake school and at times when secondary school buses embark/disembark children.

2.2 Village amenities include Rake CoE Primary School, Village Hall with grounds encompassing the village tennis court, 70 fruit tree orchard and soon to be constructed children's play area. There are 2 Parish recreational grounds in the village (Oliver's Piece observation point adjacent to the B2070 and Bull Hill, (a designated village green) In addition to the public house with B&B accommodation, there is a tea room and part time Post Office integral to a large garden centre situated alongside the B2070. . A number of commercial units and retail service outlets are situated in the village employing both local and people who travel from outside the village.

2.3 There are 37 houses in the village with direct frontage onto the B2070 and a further 26 with driveway access to the road.

2.4 Whilst most dwellings in Rake are situated on the southeast side of the B2070, the primary school and village amenities of the Village Hall and associated facilities, Public House, almost all retail units, including the garden centre are situated on the northeast side of the B2070. Chapel Common (SSSI), a very popular walking and riding area adjacent to Rake village, also runs along the northeast side of the B2070. A large horse stabling facility and greyhound charity rescue centre are both located on the southeast side of the B2070 which means horse riders and the many volunteers who walk the greyhounds daily need to cross the road to access the common.

2.5 There are several public footpaths leading off the B2070 within the village which in turn link to popular walking routes including two SSSI's (Chapel Common and Rake Hanger), the Serpent Trail, Sussex Border Path, Shipwrights Trail as well as Forestry Commission and National Trust woodlands

and Parish recreational facilities. The Public House is often used by groups of visiting walkers as a base and starting point for excursions in these areas.

- 2.6 The road passing through the village is relatively wide (7.5-8m) and has no marked or controlled crossing points. Its approach from the east leads from a dual carriageway onto a 200m length of single carriageway both with national speed limits. The first building on entry to the village is the Primary school that has only one entrance which fronts the B2070 only 30m distant from the 40mph speed restriction. The approach from the west is over the brow of a hill before entering the village down a long straight stretch of road past houses fronting the road to the only bend in the road at the virtual centre of the village. Positive braking is required by drivers in order to slow vehicles to maintain speed below the current 40mph speed limit. Both these approaches provide no physical measures to encourage unwary or less than conscientious drivers to travel at safe speed through the village.
- 2.7 The Rake and Rogate Neighbourhood Plan identified the strong need and support for traffic calming on the B2070. Pedestrians and cyclists feel uncomfortable when crossing or walking/riding along the B2070. Pavements for much of the road in the village is only available on one side of the B2070 and these narrow in places. The lack of roadside verge on some stretches means people are buffeted by the force of passing traffic, especially high sided vehicles. The rough road surface creates high level of traffic noise which makes walking alongside B2070 an unpleasant experience; one to endure rather than enjoy. This experience dissuades many people from walking preferring instead, to use their cars even for short journeys within the village. In spite of the numerous footpaths leading off the B2070 to trails, woodlands and pathways many recreational walkers, including dog owners prefer to drive away from and return to their homes in the village by car rather than endure even a short walk alongside the B2070.
- 2.8 Village residents have demonstrated over recent years its desire for a stronger sense of community in the village. Village Hall events and the creation of a village tennis court and village fruit tree orchard and funding/planning approval for the childrens' play park are evidence of this. However, the community feels the impact of vehicle traffic on the B2070 remains a major impediment to community cohesiveness and enjoyment of the village open space environment. The proximity of the village school in Rake to the B2070 and the national speed limit is of particular concern.

3 Rake CoE infant school

- 3.1 Rake CoE Infant school is situated on the B2070 at the north-easterly entrance to the village. It is a thriving popular school with 118 pupils, 20 of whom live within the Rake and Hillbrow community. Its only access point is at the front of the school which faces the B2070. This entrance is setback by

back by a 2m layby from the edge of B2070 but is only 30m from the change from the national speed limit (60mph) on this road to the 40mph speed limit.

- 3.2 The 'School Travel Plan' is at Appendix A. The plan identifies numerous road safety issues (paragraph 9) which includes the proximity to the road, speed of traffic, no safe crossing point, no safe cycling routes, restricted parking available. The plan proposes development tasks for WSCC (at paragraph 14) includes reduction of speed limit to 30 mph and delimit the speed the end of the dual carriageway heading towards Rake. These proposals specified in the school travel plan are included in this CHS submission.
- 4 **Bull Lane** is a narrow steep road leading to Rogate and the A272. Leading from this road is Sandy Lane, with 18 houses, Canhouse Lane and the area signposted as a playground and designated a village green. At present there is no restriction on speed on these roads within the village envelope. The plan proposes that the 30 mph commences at the extremity of the playground and entry point to the village.
- 5 **Section 2 – Hillbrow**
- 5.1 This section encompasses the B2070 from the 40mph limit sign (from the direction of Rake) to the complex junction at the Jolly Drover Public House. The un-named road leading to Rogate (WSCC Highway) and Hillbrow road leading to Liss (Hampshire Highway) lead in opposite directions from this junction. The county boundary traverses the B2070 from the northwest side of the B2070, diagonally across the middle of this junction to the start of the un-named road to Rogate. Hillbrow parish residences includes all houses on the southeast side of the B2070 and those on the un-named road to Rogate. It also includes the Jolly Drover Public House and various commercial business premises situated adjacent to the public House, including vintage car sales, small enterprise business units and garage services.
- 5.2 The B2070 is currently 40mph at this junction and along the residential section of the un-named road to Rogate to a point just past the entry to the National Trust Durford Wood entrance and its small but busy, car park.
- 5.3 The Hillbrow section of B2070 has 20 houses with frontages directly onto the road and a further 20 dwellings with driveways accessing the B2070. Pedestrians using this section of the road suffer the same unpleasant experience of walking alongside the B2070 roadside pavement.
- 5.4 The un-named road to Rogate provide access routes to clusters of residences and has 4 cottages with frontages directly onto the road just before the entrance to the Durford Wood NT carpark. The road provide a walking route from Hillbrow to the popular dog walking area of Durford Wood. The

stretch of road approaching the entrance to the wood has no footpath which forces pedestrians to walk either on the rough verge or in the road. Traffic from the Rogate direction travelling at speed is hazardous to these pedestrians and vehicle egress from the NT carpark.

- 5.5 Hampshire CC have recently reduced the speed limit on Hillbrow Rd from 40 mph to 30mph along its complete length from the Jolly Drover junction to the village of Liss. There is strong community feeling that this reduction in speed limit should be equally applied to the Hillbrow section of the B2070 and the residential stretch of the unnamed road to Rogate. Slower traffic speed would encourage more people to walk to the NT wood from Hillbrow rather than use cars and reduce vehicle movement at the car park entrance.

6 Section 3. Residential section of road between Rake and Hillbrow.

- 6.1 This section of the B2070 road lies between Rake and Hillbrow. It is 8.10m wide and currently has a 50mph speed limit along its length. There are 2 C Class roads T junctions (Huntsbottom and Hatch Lane), a private road and 27 access driveways leading off the road, including those to 3 busy nursing homes. Most houses are set back from the road and are concealed by hedging and fencing. The character of the road encourages drivers to travel at high speed heading towards Rake and Hillbrow. Speeding traffic is hazardous to vehicle egress from driveways and the junctions of the 2 C class roads, particularly Hatch Lane. This is becoming increasingly common due to internet delivery vehicles and continuing requirement for service traffic to the nursing homes. Although reportable traffic accidents rate is low in this area, the daily sounding of horns and sharp braking heard from the road indicate inappropriate speed of traffic and potential for accidents. The pavement runs almost its entire length with little or no verge to separate it from the carriageway.
- 6.2 The speed/volume of traffic and the rough surface of the road creates very significant noise pollution in the area and a very unpleasant experience for pedestrians walking along the road. This is the main reason people living along this section of the road use cars rather than walk local journeys.

7 Traffic Volumes/speed

- 7.1 Direct access to Highways traffic Data was made available to the leadership group. There is one fixed data loop in the area which is situated opposite Rake Garden Centre (Site Number: Rake 03524). This is 200m from the 40mph speed restriction sign on the B2070 at the northern end of Rake village. An extract of the Data is at Appendix B. No data is available for other positions on the road but the volume is assumed to be broadly the same along its stretch given similar amount of traffic leaving and joining the road along its stretch.
- 7.2 **Speed Limits - West Sussex County Council Policy 2010.**

- 7.3 The CHS includes proposals for reducing the speed limit by 10mph in all 3 sections of the road. The reduction of speed limit of 40 mph to 30 mph in Rake and Hillbrow is completely in line with the WSCC Speed Limit Policy 2010, with particular regard to:
- Paragraph 1.6 which *'...aims to have 30mph in all villages... and to give priority to villages with an existing 40mph*
 - Paragraph 3.4. *CLC may promote the change 40 to 30 mph in villages without associated engineering measures... .*
- 7.4 The community believes it fulfils the policy route assessment interpretation for 'villages' in respect of both Rake and Hillbrow
- (Paragraph 2.2 of the policy as.. *at least 20 properties having direct, individual access along the route*).
- 7.5 The proposal for reduction of the speed limit from 50mph to 40mph on the section between Rake and Hillbrow anticipates mean speed lowering to the policy requirement of 42mph given 30 mph zones at Rake and Hillbrow and physical measures such as, Village gateways, crossings and marked cycle lanes changing the character of the road.

8 **Cycling**

- 8.1 The B2070 is a very popular cycling route for recreational and sports cyclists. The increasing popularity of e-bikes reflects the widening appeal of cycling for recreational and health benefit purposes and as an alternative to the use of cars for commuting and local journeys. Some of the older generation in the community have taken to e-biking as these 'flatten the hills' making physical exercise and local journeys previously taken by car perfectly achievable.
- 8.2 The community feel that introduction of marked cycle routes would serve 2 purposes; firstly, it will change the character of the B2070 by visually narrowing the road and lead drivers to drive with more consideration at slower speeds and; secondly, it will encourage more people to cycle in the area and benefit from the exercise and reduced dependency on the car. Increase in cycling activity in the area is entirely consistent with the SDNP Cycling and Walking Strategy and its promoted cycling route (Shipwrights Trail) that passes through the community area.

OBJECTIVES AND BENEFITS

OBJECTIVES

- 9 **Objectives of the Community Highways Scheme are to:**

- 9.1 Devise a plan through consultation that identifies and meets community's concerns about the impact of traffic on roads through its community
- 9.2 Enable the community's aspiration for more cohesiveness and enjoyment of the open space by reducing the invasive impact of the B2070 road traffic volume, speed and noise.
- 9.3 Change character of the B2070 and behaviour of road users appropriate to it passing through a village and residential community
- 9.4 Encourage more walking and cycling by providing safer routes to village amenities, business locations and transport links (bus stops). specifically:
 - Pedestrian crossings on B2070 in Rake
 - Improved safety for pedestrians and cyclists in the centre of Rake (cross roads)
 - New pathway pavements to recreational sites (Chapel Common and Bull Lane)
- 9.5 Allow the community to take initiatives where permissible/possible by self-funded and volunteer activity.
- 9.6 Make physical changes to roads and pavements and speed limits through a Community Highways Scheme

BENEFITS

10 The benefits of the scheme will be:

- 10.1 A safer school access for children, staff and parents
- 10.2 Improves safety and feeling of a safe road environment for pedestrians, horse riders, dog walkers and cyclist.
- 10.3 Improves quality of life for the 600 plus residents of Rake and Hillbrow and those who work in the community in terms of reduced noise pollution and better air quality
- 10.4 Encourage walking to village amenities and retailers/services and access via public footpaths to the wider countryside and marked walking routes/trails.

10.5 Provide safer access with road crossings to amenities based on the Village Hall and its grounds, especially the new children's play park.

10.6 Provide safer cycle route within and through the community area.

10.7 Table showing response to CHS web based application objectives questions:

Transport and public space Select all that you believe will have a positive impact.		Confirm Y/N	Comments
Costs	Provides a cost saving to the local community/road users/council	Y	Saving on car journeys
Safety	Reduces road traffic incidents/fear of crime	Y	Very positive effect
Public space	Enhances experience of communal areas	Y	Main objective of the scheme
Journey times	Improves journey times and traveller experience	N	Minimal effect on journey times (speed limit reductions)
Mobility and access	Reduces barriers and increases accessibility	Y	Main objective of the scheme
Economic growth Select all that you believe will have a positive impact.			
Employment	Creates employment opportunities/improves connectivity	Y	Encourage walking/cycling to local business employers
New business	Encourages private investment/opening of new businesses	Y	Derived from better local environment
Development opportunities	Encourages development investment	N	Limited opportunity for development given SDNP planning constraints
Housing	Could encourage housing development opportunities	Y	Yes, but limited opportunity for development given SDNP planning constraints
Regeneration and deprivation	Addresses issues in areas of deprivation		Not applicable
Environmental impacts Select all that you believe will have a positive impact.			
Carbon emissions	Encourages alternate transport use or routes	Y	Clear benefit
Impacts on air quality	Improves air quality (other than CO2 emissions)	Y	Clear benefit
Impacts on surrounding environment	Has a positive impact on noise/vibration/other environmental impacts	Y	Clear benefit

Part 2 - PROPOSED WORKS OR ACTIVITY.

11 INTRODUCTION.

The proposed works are a series of public realm changes to increase pedestrian and cyclist safety whilst increasing the amenity of the villages of Rake and Hill Brow for all residents and visitors. The works are based around interventions to the B2070 and surrounding roads. The legacy of the former A3 as a key strategic trunk road remains in the width of the road, junction design and speed limits that prioritises vehicular movement over pedestrian / cyclist safety and the amenity of the villages. The proposals provide interventions to improve safety and amenity for all. The complete proposal is summarised in drawing SK01revC_Proposed Scheme. This sets out the physical changes to the public realm and additional community-funded measures to reinforce the physical changes.

THE PHYSICAL CHANGES PROPOSED:

12 Improved Footways. Please refer to SK03 – Improved Footways.

- 12.1 The footway between the Brewells Lane junction and the garden centre junction is narrow (nom. 0.8m) and present a significant risk for pedestrians and school children as a key route to school. In this location the carriageway width is nominally 7-7.5m. The proposals seek to reduce the carriageway to a nominal 6m and increase the footway width to increase pedestrian safety.
- 12.2 The school to the Chapel Common junction does not have a footway at present. Pedestrians and horse riders seeking to access the footpath and bridleway network at this junction currently use the soft verge. A made-up footway is proposed for this stretch to give all-weather access to Chapel Common and the existing rights of way network. This would also serve to provide better walking access to school for the children living in the Coldharbour Wood area.

13 Pedestrian Crossings. Please refer to SK04 – Pedestrian Crossings

Uncontrolled pedestrian crossings are proposed in 3 locations to improve pedestrian safety, improve access to parish council owned areas of open space / recreation and to safely link the rights of way networks that surround both villages.

13.1 Oliver's Piece Area

A crossing is proposed to the southwest and adjacent to Oliver's Piece. Oliver's Piece is a Parish Council owned area of hillside facing the Milland Valley providing the best views in the Rake and Hill Brow Area. The crossing is proposed adjacent to Oliver's Piece in the Hill Brow direction at the termination of the Southern footway and next to the proposed Village Gateway. It will give safe access to Oliver's Piece and ensure a safe crossing to the Northern footway for pedestrian continuation onto Hill Brow.

13.2 **Adjacent to the Former Sun Inn**

A crossing is proposed adjacent to the former Sun Inn and opposite the existing footpath linking London Road to Bull Hill. This location is also opposite the site of the Rake equipped play area – due for completion in summer 2019. The Rake and Rogate Neighbourhood Plan proposes a direct route from London Road to the play area in this location. This location also provides for safer access to the Flying Bull public house.

13.3 **Between the Coldharbour Wood Road and Chapel Common**

A crossing is proposed to the southwest of the Chapel Common junction and proposed Village Gateway. The crossing will link rights of way on both sides of London Road, give safer access to Chapel Common and give a safer route to school for the residents of Coldharbour Wood.

13.4 For all locations, an uncontrolled crossing with a central island is proposed to give mid-point refuge and reduce the carriageway widths on approach. Tactile paving and bollards are included.

14 **Junction Improvements.** Please refer to SK06 - London Road / Brewells Lane / Bull Hill Junction Improvements

14.1 The existing London Road, Brewells Lane, Bull Hill junction retains the former A3 design legacy with very large radius kerbs allowing for relatively high speeds for vehicles joining or leaving London Road. For pedestrians this means very wide crossings with increased time in the carriageway. The existing road layout and line-marking also allows for drivers to feel safe in carrying significant speed around the bend on London Road with limited vision of joining traffic or pedestrians crossing the road.

14.2 The proposals tighten the junction radiuses giving narrower crossing points and increasing the soft verge areas. Crossing points will be indicated through a macadam colour change and tactile paving on the approach footway. The whole carriageway/ junction area is proposed to be finished in single buff coloured macadam with no line marking. This will encourage greater awareness of the junction and the potential for hazards around the bend. The existing bus stop will be retained.

15 **Cycle Lanes.** Please refer to SK08_Cycle Lanes

- 15.1 The existing London Road carriageway in width is nominally 7.5m – 8.1m. A reduction to a nominal 6m width will give 1.5m for cycle lane use. As part of promoting cycle use for short journeys, accessing train stations and local amenities, safe cycle routes will encourage a greater take-up of cycling. The cycle lanes will also allow London Road to be safely used to link rights of ways across both villages and to access the wider cycle and bridleway network.
- 15.2 The proposed north-easterly termination of the cycle lane is the Chapel Common junction, allowing access to bridleways through Chapel Common and onto Weaver’s Down. The proposed south-westerly termination of the cycle lane is beyond the Rogate Road junction and prior to the dual carriageway, having already provided access to Durford Wood and the approach to Rogate Downhill
- 15.3 The cycle lanes are proposed as line markings along the entire route.

16 **Speed Limit Changes**

16.1 The physical changes, alongside the community funded measures will seek to improve the safety and amenity of both villages. In support of this, speed limit changes are proposed across both villages and the residential road between these. . These are indicated in SK01revC. The proposed changes are as follows:

1. Rake Village speed limit of 30 mph (reduced from 40mph in line with WSCC Speed Limit policy for villages)

2. Speed limit change positions:

- A minimum distance of 100m on the single carriageway in advance of Rake Primary school. (Village Gateway to be positioned at this location)
- Approach to Rake Village from Petersfield direction: Move from current the 40mph speed limit location to c100m in the Petersfield direction. The speed limit change sign in its current location is concealed by vegetation on the northbound carriageway. A move of this speed limit location would enable it to be co-located with village gateways which are proposed on wide grassed verges on both sides of the road.
- 30mph limit on the approach to the village on Bull Lane.

3. **Approach to Rake Village from Liphook direction:** Speed limit of 50mph on the dual carriageway at a suitable distance from the 30ph speed limit proposed on the single carriageway leading to Rake.
4. **Hillbrow.** Speed limit of 30 mph (reduced from 40mph in line with WSCC Speed Limit policy for villages)
5. **B2070 between Rake and Hillbrow.** Reduce existing 50mph speed limit to 40mph. The implementation of village 30mph speed limits in Rake and Hillbrow, marked cycle lanes, village gateway and Speed Indicator Signs will change the character of this road and reduce the mean speed of traffic accordingly.

THE PROPOSED COMMUNITY-FUNDED MEASURES:

17 **Tree Planting.** Please refer to SK09 – Trees

Native species adoptable trees are proposed in two areas to break up long views ahead and to increase village amenity. The locations are between the Flying Bull and Primrose Lane and opposite the garden centre. Tree species will be selected to indicate a residential area, and not those used in-between settlements.

18 **Village Gateways and Enhance Village Gateways.** Please refer to SK02 – Village Gateways

The village entrances will be marked with gateways showing the village names. Enhanced gateways will feature more elaborate signage and construction. Historical references, local businesses and attractions can be added to reinforce the village's identity.

Location of village gateways are to be co-located with change in speed limits.

19 **Speed Indicator Signs.** Please refer to SK07revA – Speed Indicator Signs

Temporary/ demountable speed indicator signs will be used in a number of locations across both villages, rotating between locations. They can utilise existing lampposts (SEE approval required) and will indicate current speed/ excessive speed.

Schedule of plan drawings:

- | | |
|------|--|
| SK01 | Complete Drawings (including TROs locations) |
| SK02 | Village Gateways |

- SK03 Improved Pathways
- SK04 Pedestrian Crossings
- SK06 Junction Improvement
- SK07 Speed Indicator Sign Locations
- SK08 Cycle Lanes
- SK09 Tree Planting

Part 3 - WIDER COMMUNITY SUPPORT.

- 20 **Rogate Parish Council.** The Rogate Parish Council fully supports the objectives, design and deliverables of this CHS application.
- 21 **Neighbourhood Plan.** The Rogate and Rake Neighbourhood Plan (NP) 2015-2035 identified throughout the NP process that traffic calming was a key concern of the parish. The NP questionnaire showed 79% of respondents stated that they were 'concerned' or 'highly concerned' about road traffic and pedestrian safety. In response the NP includes a plan for a 'Shared Space Scheme for traffic calming and moves towards returning the B2070 into a pedestrian oriented environment.' This CHS proposal is in line with the NP intent and aspirations.
- 22 **Community support.** Given the level of concern about local traffic issues, Rake residents formed a **Community Traffic Calming leadership Group** in 2018 with involvement of the Chair of the Rogate Parish Council and the District and County Councillor (Dr Kate O'Kelly).
- 23 The group sought to establish the level and specific concerns of residents in Rake and those who lived in proximity of the B2070 road to Hillbrow. This was established by:
- 23.1 An internet based survey. This resulted in 48 responses from local residents which clearly identified a high level of concern and experiences of or witnesses to traffic accidents/near misses on local roads. A copy of the survey results is attached at Appendix C.
- 23.2 **1st Public Meeting** held on the 5th July 2018. This was attended by c50 community residents and some representatives of local business. This identified a range of individual concerns which broadly fell into the following categories:
- Speed of traffic on the B2070 and local C class roads (safety and noise)
 - Pedestrian safety (pavements and lack of crossing facilities)
 - Road junctions (poor layout at the cross roads in the centre of Rake)
 - Safer cycling
 - A series of follow up meetings by the leadership group sought to identify and establish:
 - Objectives and benefits

- Consultation process on proposals
- Relevant County Council policies
- Action that the community could initiate itself
- Options for physical measures that could be implemented to address the community concerns.
- Self-funded physical measures which were not dependent on Highways implementation
- Measures dependent on implementation by WSCC Highways.

23.3 **2nd Public Meeting.** 2nd meeting was held on 16th May 19 attended by 61 members of the community. District/County Councilor and Chairman of Rogate Parish Council also in attendance. The format of the meeting was as follows:

- Attendees indicated their home/business location by marking a large scale map (revealing wide spread of residences in the community)
- Explanation of process to date, relevant policies, initiatives taken (Community Speedwatch), self- funding and CHS opportunities.
- Explanation with detailed illustration and marked large scale map of proposed measures for self-funding and inclusion in CHS submission.
- Q&A session

23.4 Individual questionnaire feedback forms completed by all attendees. A copy attached at Appendix D.

23.5 Analysis of feedback was undertaken and reviewed by leadership group and adjustments made to the proposed plan.

Community initiatives.

23.6 **Community Speedwatch.** The concern about vehicle speeds along the B2070 led to a group of residents established a 'Rake and Hillbrow Community Speedwatch Group' under the auspices of Sussex Police. Since establishing the group in November 2018, the group now has 14 trained volunteers. The group has operated 50 sessions from 6 authorised sites in the 40mph sections of the B2070. This has resulted in over 400 vehicles reported for

excessive speeding advisory letters sent to vehicle owners. A consolidated report on the Group's Community Speedwatch activity to date is at Appendix E.

COST AND DELIVERABILITY

23.7 A cost estimate has been prepared using WSCC CHS indicative costing. Where these are not given, indicative costings have been taken from other County Highway Authority websites for similar such schemes.

23.8 A breakdown of cost elements is given at detailed cost estimates at Appendix F.

23.9 In summary, these are as follows:

CHS Elements		Self-Funded Elements	
Pathways	£105,060	Speed Indicator Signs	£9,000
Pedestrian Crossings	£22,500	Gateways	£15,000
Junction Improvements	£22,000	Tree Planting	£3,000
Cycle Lanes	£90,000		
TROs	£4,500		
Totals	£244,000	Total	£27,000

23.10 There is no requirement for land acquisition from landowners for any of the proposals. As indicated, approvals will be sought for use placement of SIS on lampposts managed by SSE.

23.11 The community commit to source the funding for these measures through grants, sponsorship and community fundraising activity.

SUPPORTING EVIDENCE

24 The following supporting evidence documents are attached

- 24.1 Rake CoE Primary School Travel Plan 2017 (Appendix A)
- 24.2 Extract Highways Traffic Data (Site Number: 03524 opposite Rake Garden Centre) (Appendix B)
- 24.3 Initial community survey results (Appendix C)
- 24.4 2nd Public consultation meeting – survey of proposed measures (Appendix D)
- 24.5 Rake and Hillbrow Community Speedwatch summary report (Appendix E)

25 THE FOLLOWING POLICIES SUPPORT THIS PROPOSAL:

- 25.1 WSCC Speed Limit Policy 2010 (with regard to village speed limit)
- 25.2 Rogate and Rake Neighbourhood Plan 2015 – Transport and Travel Section 8
- 25.3 SOUTH DOWNS LOCAL PLAN: (adopted 2 July 2019 (2014–33):
 - 1. Strategic Policy SD19: Transport and Accessibility and related guidance document: 'Roads in the South Downs'.
 - 2. Strategic Policy SD21: Public Realm, Highway Design, Strategic Policy

AUTHORISATION

Dr Kate O'Kelly - District and County Councillor

APPENDICIES

- A Rake CoE Primary School Travel Plan 2017
- B. Extract Highways Traffic Data (Site Number: 03524 opposite Rake Garden Centre)
- C 1st Public meeting - Initial community survey results
- D 2nd Public consultation meeting – survey of proposed measures
- E Rake and Hillbrow Community Speedwatch summary report
- F Schedule of estimated costings
- G Plan drawings of proposed measures (SK01 – SK09)

