

CASE STUDIES: PLACE MAKING TO HIGHLIGHT VILLAGE CONTEXT

JEVINGTON, EAST SUSSEX

Drivers take their cues for speed from their perception of the road ahead. Over time, the presence of village life can disappear from rural roads especially within long-drawn-out fragmented villages. Jevington, on the edge of Eastbourne, is one example where traffic dominance and speed has increasingly driven human activity away from the road to the extent where the village struggles to maintain its internal connections and identity.

Jevington offers an example of how local initiative can help restore the presence of a place to address such an imbalance. The parish council raised sufficient funds to prepare a long-term vision for the village. This builds on detailed measurements and analysis carried out by volunteers to identify key places where small-scale interventions could be effective. These include the former village pond, the pub forecourt, the village hall, and the point at which the village is crossed by the South Downs Long Distance Footpath. Every opportunity is taken to accentuate the relationship between the role of the road as an integral part of the village, and to animate the route with signs of human activity.



Jevington's plan envisages a sequence of spaces punctuating the road through the extended village, which will re-establish the presence of a village context in the driver's perception. This example marks the junction with a green lane, creating an informal courtyard framed by buildings at the entrance to the village.



CASE STUDIES: PLACE MAKING TO MARK A SCHOOL ENTRANCE

ROGATE, WEST SUSSEX

Only a few historic settlements in the South Downs straddle a busy strategic route. Rogate is one such crossroads village, and its ancient fabric is heavily damaged by heavy and fast-moving traffic on the A272. The proposals drawn up by the Parish Council for their Neighbourhood Plan address the balance between the needs of traffic and the special circumstances of a village and its residents.

At present the road sweeps past the unnoticed primary school entrance, and speeds are high. The proposals aim to create a significant place outside the school, to draw drivers attention to the likely presence of children. Similar measures are proposed for other key buildings and landmarks.

Other proposals to slow speeds include clear entry points to the village and reducing the visual width of the road through edge strips and defined parking bays. Courtesy crossings highlight the main pedestrian routes through the village, linking the church to its cemetery, and the residential areas to the school.

The proposals form part of the Neighbourhood Plan for the village, which will allow highway modifications to become an integral part of any future development proposals. Phased implementation of the measures will be carried out as opportunities arise.



AFTER



BEFORE

Place making outside the primary school in Rogate to promote slower speeds. Drivers perceptions of the road as a continuous sweeping curve are transformed by apparent road narrowing and the creation of an identifiable place to interrupt the bend. The school entrance marks one end of the village centre.

CASE STUDIES: CREATING A CLEAR VILLAGE ENTRANCE

BURITON, HAMPSHIRE

Buriton lies close to the busy A3 near Petersfield. Over the years, highway clutter of signs and road markings accumulated, eroding the village's identity and giving the wrong cues to drivers. This led to increasing speeds, and reduced confidence in walking and cycling.

An overall plan to address these concerns was commissioned by the Parish Council. They then initiated a sequence of small-scale schemes to emphasise the historic qualities of the village. These included the space alongside the church, the duck pond, and the village pub. The village entrances were carefully redefined to signal the boundaries of the highway environment. Road markings, signs and barriers were removed, and a robust palette of paving materials used to reduce speeds and to highlight key spaces.

Funding came from a variety of sources. Existing highway improvement funds were redirected, and supplemented by the forerunner authority of the National Park, the District Council and the Parish Council. Developer contributions played a significant role. Local supervision and simplification of scheme details allowed costs to be reduced, with much voluntary input to project management and quality control.



AFTER



BEFORE

The redesign of the entry points into Buriton combines simple signing, planting and materials to signal the boundary of the village at the point where drivers encounter the first significant building. All unnecessary road markings and signage were removed, and replaced using a simple combination of paving surfaces.