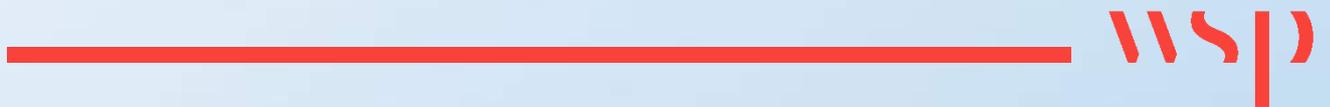


Appendix D

A29 REALIGNMENT CONSULTATION REPORT





West Sussex County Council

A29 REALIGNMENT SCHEME

Consultation Report





West Sussex County Council

A29 REALIGNMENT SCHEME

Consultation Report

PROJECT NO. 70031782

OUR REF. NO. TBC

DATE: MARCH 2019

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1. EXECUTIVE SUMMARY

West Sussex County Council (WSSCC) has recently consulted with the public and local stakeholders on the A29 Realignment Scheme. The purpose of the consultation was to present and invite feedback on the proposals for the A29 Realignment Scheme. Public consultation ran between 26 February to 26 April 2019.

The proposal presented to the public includes a new road starting from the existing A29 Fontwell Avenue north of Eastergate to the existing A29 Lidsey Road, north of Shripney. The proposed road will help to provide a more reliable connection to Bognor Regis and reduce traffic along the section of the existing A29 that is to be bypassed, especially at the Woodgate level crossing and the War Memorial junction. The new road will be delivered in two phases. Phase 1 is the northern section from the A29 south of Eastergate Lane to a new junction with Barnham Road. Phase 2 is the southern section from Barnham Road to a new junction on the A29 south of Lidsey Bends.

The consultation was promoted on the scheme webpage www.westsussex.gov.uk/A29Realignment and leaflets announcing the consultation were distributed to businesses and households within the scheme area. A press release was issued a week before public consultation began, announcing the proposals and promoting the exhibition events. Another press release was issued a week before the end of the consultation to encourage further participation.

Four public exhibition events were held across the following dates and locations:

- Barnham Community Hall 26 February 2019.
- Westergate Church Hill 27 February 2019.
- Eastergate Village Hill 28 February 2019.
- St Philip Howard Catholic School 2 March 2019.

A consultation questionnaire was used to gather feedback on the design of the proposed road realignment, to identify local concerns and priorities in the development of the scheme and to find out more about how people travel in the area.

Stakeholders, businesses and local residents were encouraged to provide their feedback on the proposals. The level of response is as follows:

- A total of 518 responses were received.
 - These included 488 questionnaires and 30 written responses (letters, emails) received by post or email.
- A total of 958 people attended the public exhibitions.



The key findings of the consultation found:

- Questionnaire respondents have concerns about many aspects of the proposed A29 Realignment scheme, in particular:
 - 90% are concerned about disruption during construction
 - 89% are concerned about the impact on existing residential properties
 - 87% are concerned about noise, light or air pollution
 - 87% are concerned about impact on landscape and scenery
 - 85% are concerned about congestion and journey time
 - 84% are concerned about road safety
 - 82% are concerned about impact on routes used by people walking, cycling and horse riding
- When asked to give more detail about local issues that should be considered in the development of the scheme, many respondents took the opportunity to demonstrate objection to the scheme in general. They also raised concerns that the proposed scheme will result in localised increases in traffic and congestion, and that it will impact on the identity of local villages.
- With regard to Phase 1 (North) design proposals:
 - Respondents are mostly concerned about potential traffic conflicts on Barnham Road, Fontwell Avenue and Fontwell roundabout.
 - Respondents have suggested realigning the northern link to the A27 at Fontwell, or moving it away from Eastergate Lane junction.
 - Other suggestions included the need for greater provision for non-motorised users, including dedicated and segregated pathways and crossing provision. The need for traffic lights at roundabouts in the northern section was also mentioned.
- With regard to Phase 2 (South) design proposals:
 - There are many who are concerned about directing more traffic into Shripney and Lidsey and associated road safety implications.
 - To address this concern, respondents have suggested realigning the proposed southern link to the A259 roundabout near Rolls Royce or to the Bognor Regis Relief Road (BRRR).
 - Other suggestions included the need for greater provision for non-motorised users.
- A number of respondents made suggestions for acoustic and/or visual screening and landscaping (for both phases).

The information gathered from this consultation will be considered alongside other technical assessment information to develop the next stage of design. This is part of the ongoing work WSP is undertaking alongside West Sussex County Council.

2. INTRODUCTION

BACKGROUND

- 2.1.1. WSP was commissioned by West Sussex County Council (WSCC) to assist with the design, delivery and reporting of public consultation on the A29 Realignment Scheme. WSP is also working with WSCC to develop the scheme design.
- 2.1.2. The A29 Realignment Scheme is an important part of delivering WSCC's vision for Arun District, as outlined in the West Sussex Transport Plan. The Coast to Capital Local Enterprise Partnership (LEP) also share this vision in their Strategic Economic Plan.
- 2.1.3. It is a much needed major road scheme aimed to support the delivery of the Coast to Capital's Strategic Economic Plan, the West Sussex Transport Plan and the Arun Local Plan by enabling the delivery of new homes, jobs and employment.
- 2.1.4. Currently, the existing A29 suffers from the following problems during peak periods:
- Congestion, notably at the Woodgate level crossing and War Memorial junctions;
 - Unreliable journey times, which makes it difficult for road users to predict the time needed for their journeys;
 - Road accidents experienced along the entire A29 route particularly at locations such as the Lidsey Bends; and
 - Poor air quality from queuing vehicles.
- 2.1.5. The number of cars on the road is expected to rise in the future, due to both a projected future increase in population and the impact of new housing and business developments as allocated in the Arun Local Plan (ALP) which was adopted in 2018. This will have a knock-on impact on existing traffic congestion levels.
- 2.1.6. The new road alignment will support the planned strategic development of the area by unlocking access to land for about 11,400 residential properties and 104,000 sqm of commercial development. It will also enable the local road network to operate efficiently by alleviating congestion along the existing A29, improving journey time reliability and providing more capacity for economic growth.
- 2.1.7. The ALP has identified that the Barnham, Eastergate and Westergate areas would require additional infrastructure to support planned local development. The A29 Realignment scheme will provide the highway infrastructure needed to mitigate the impacts of planned strategic development of employment land and new homes in the area.

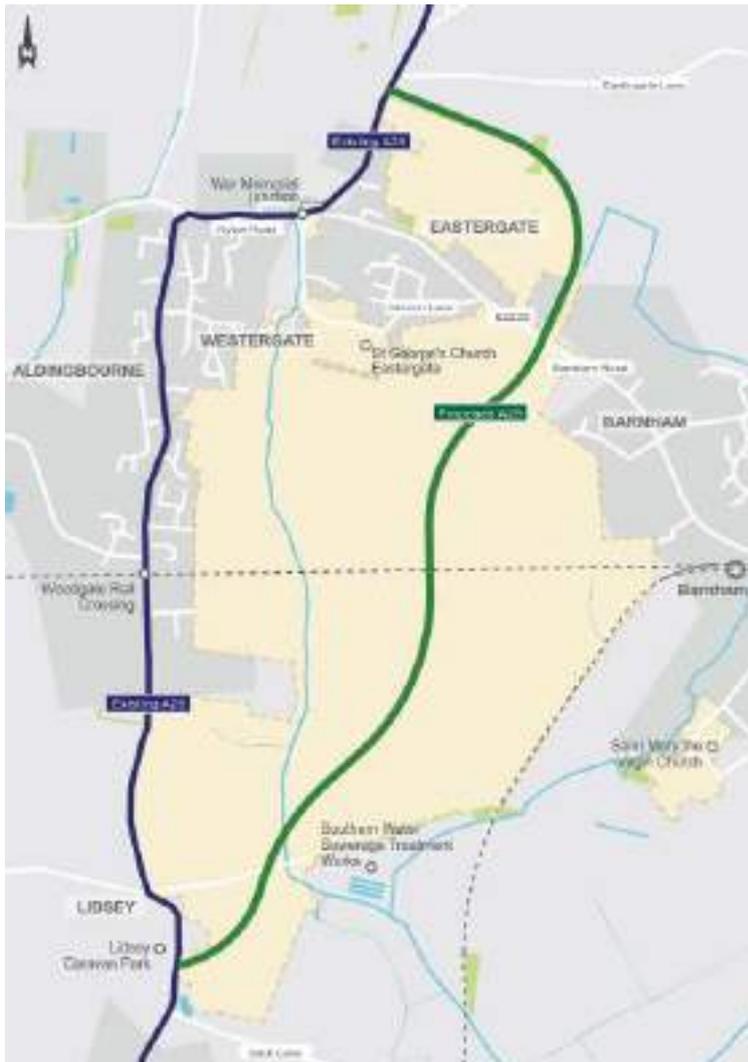
THE SCHEME

- 2.1.8. The A29 Realignment Scheme will deliver a new 4.34 km road to the east of Eastergate, Westergate and Woodgate villages.
- 2.1.9. The new road is planned to start from the existing A29 Fontwell Avenue north of Eastergate to the existing A29 Lidsey Road, north of Shripney as shown in Figure 1 . More specifically, the plan includes:



- A new single carriageway road (in each direction) with a combined cycleway/footway.
- Potential planting of trees in verges between the carriageway and combined cycleway/footway.
- Construction of a new railway bridge over the existing West Coastway railway line with provision for cycling and walking routes parallel to the railway line on both sides.
- Construction of a foot and cycle bridge to support the local school cycling and walking routes.
- Links to Public Rights of Way and provision to support future green infrastructure investment via the Arun Local Plan.
- Provision of pedestrian crossing points at junctions.

Figure 1 Proposed A29 Realignment Scheme



2.1.10. The scheme will be delivered in two phases. Phase 1 (North) is the northern section from the A29 south of Eastergate Lane to a new junction with Barnham Road. It will be delivered by West Sussex County Council.

2.1.11. Phase 2 (South) is the southern section from Barnham Road to a new junction on the A29 south of Lidsey Bends. The construction of Phase 2 (South) will follow on from Phase 1 (North) and delivery arrangements are being determined through the planning application process for the associated development.

Figure 2 A29 Realignment Phases



BENEFITS

2.1.12. The A29 Realignment Scheme will deliver a wealth of benefits to the areas within and surrounding Barnham, Eastergate and Westergate. It will:

- Help reduce congestion and traffic along the section of the existing A29 that is proposed to be bypassed, especially at the Woodgate level crossing and the War Memorial junction.
- Improve pedestrian and cycle connections and provide new facilities.
- Enhance bus services and facilities.
- Reduce journey times
- Help provide safer journeys for all road users, including pedestrians and cyclists.
- Improve air quality.
- Provide greater access to facilities including access to schools.
- Provide access to land allocated for housing and employment in the adopted Arun Local Plan.

SUMMARY OF PREVIOUS WORK

2.1.13. Consultation has previously taken place on the Arun Local Plan at various stages during its development, resulting in the Barnham, Eastergate and Westergate site being allocated for strategic development and an indicative alignment for the A29 Realignment being included in the adopted

Arun Local Plan. This provided opportunities for members of the public and other local stakeholders to submit feedback on the emerging proposals. Furthermore, a Government-appointed Planning Inspector has concluded that the consultation on the Arun Local Plan was legally compliant.

- 2.1.14. **A29 Woodgate Study, 2012:** The County Council, working on behalf of Arun District Council, commissioned Parsons Brinkerhoff to undertake the A29 Woodgate Study. The Study examined the feasibility of providing a bypass to the existing Woodgate level crossing, with four routes identified. One of the options identified in the Study was published for consultation in the Draft Arun Local Plan in 2012.
- 2.1.15. **A29 Realignment Viability Study, 2013:** Commissioned by Arun District Council, the study looked to identify a viable route for the A29 Realignment. Building upon the A29 Woodgate Study, the Study identified a number of potential route options each with different connections to the existing highway network. A high-level assessment was carried out for each route option and ranked based upon environmental impact, deliverability, traffic benefits, road safety and scheme costs. The identified route was east of the existing A29 with the other options considered unviable.
- 2.1.16. **A29 Realignment Feasibility Study, 2014:** Consultation was undertaken with key stakeholders as part of the Feasibility Study commissioned by Arun District Council (ADC). The study identified and developed an indicative route and also considered additional northern and southern tie-in extensions. The study concluded that a 4.0k m route to the east of the existing A29 between a new junction on the A29 Lidsey Road north of Shripney and a junction with the existing A29 Fontwell Avenue north of Eastergate provided the best solution of the options considered.
- 2.1.17. Statutory consultee groups included representatives of the Highways Agency (now Highways England), Environment Agency, Natural England and Network Rail, and Council Officers from ADC and WSCC. Consultation was also undertaken with the Church Commissioners for England (CCE), a key local landowner.
- 2.1.18. **Route Options Review, 2018:** In March 2018, WSCC appointed consultants WSP to review the three indicative route options presented in the A29 Realignment Feasibility Study (2014) and earlier studies.
- 2.1.19. The Route Options Review has included:
- Meetings with statutory stakeholders including Network Rail, Highways England, Historic England, Sussex Police, Natural England, Arun District Council, Chichester District Council and the Environment Agency to discuss the scheme risks and opportunities.
 - Identifying the advantages and disadvantages of the three indicative route options.
 - Preparing a high level qualitative assessment (called an Appraisal Summary Table) for each of the three indicative route options to summarise the findings from the previous studies and stakeholder feedback.
- 2.1.20. The review concluded that the route now published for consultation would meet the objectives set out by the statutory stakeholders and provide the best balance between the advantages and disadvantages.
- 2.1.21. This is principally because it avoids introducing traffic north of Lidsey bends, where there are road safety concerns, and that it avoids the need for an additional crossing over the watercourse. It also provides access to land in the southern section of the strategic site allocation that has potential for development.

- 2.1.22. The appraisal found that this route is likely to be beneficial to the economy; likely to have a neutral impact on the environment but a beneficial impact on air quality; and is likely to have a beneficial social impact.
- 2.1.23. Following submission of the Route Option Review, a Cabinet Member decision was made in February 2019 which included approving the identified route for the A29 Realignment, and approving the Business Case for submission to Coast to Capital LEP for its funding.

NEXT STEPS

- 2.1.24. The information gathered from public feedback in the A29 Realignment Scheme consultation will be considered alongside other technical assessment information to develop the next stage of design.
- 2.1.25. The timeline for Phase 1 and Phase 2 of the realignment scheme is outlined in Figure 3 below.



Figure 3 A29 Realignment Scheme timeline



3. CONSULTATION APPROACH

3.1. OVERVIEW

- 3.1.1. The aim of the consultation was to present the scheme to date and invite feedback on the proposed A29 Realignment Scheme which will be delivered in two phases.
- 3.1.2. Public consultation for the new road realignment was held over a period of more than 8 weeks from 26 February to 26 April 2019. Exhibitions were held at venues across the local area, as shown in Table 1. In addition to the WSCC and WSP team being present to discuss the A29 proposals, staff from ADC, the Church Commissioners for England (CCE), the masterplan consultant team and developers from the northern and southern consortiums were on hand to discuss the wider concept masterplan for Barnham/ Eastergate/ Westergate and the associated housing development. The concepts were displayed on a series of exhibition boards and the information was also provided on the online consultation webpage.

3.2. A29 REALIGNMENT SCHEME CONSULTATION PRINCIPLES

- 3.2.1. The A29 Realignment Scheme consultation is a non-statutory consultation, meaning it has no legal status and is not bound by legal requirements. The consultation allows WSCC to gather feedback on the proposals for the A29 from the local population.
- 3.2.2. This consultation approach was developed through consideration of the 'Gunning Principles'¹, which are used to assess expectations about what constitutes 'fair' consultation. These principles include:
- 1) Consultation must take place when the proposal is still at a formative stage.
 - The proposals remain at a formative stage with the elements of design proposed in this consultation still under consideration, before any decisions were made about the final design to be adopted. The views of the public will influence the final design.
 - 2) Sufficient reasons must be put forward for the proposal to allow for intelligent consideration and response.
 - A comprehensive set of information was made available throughout the consultation, within the consultation brochure, staffed public exhibitions, and on the website. The consultation was advertised to raise its profile and give residents, businesses and organisations the opportunity to participate.
 - 3) Adequate time must be given for consideration and response.

¹ <https://www.newlawjournal.co.uk/content/consultation-matters>

- The consultation ran over a period of more than 8 weeks. All consultation responses received have been considered and the analyses are summarised within this report.

4) The product of consultation must be conscientiously taken into account.

- Responses have been analysed and appropriately documented in this report for due consideration.

3.2.3. In addition, this non-statutory consultation paid full regard to the following:

- Localism Act 2011 – the need to undertake pre-application consultation.
- Equality Act 2010 – the general equality duty to eliminate discrimination and ensure inclusion of nine protected characteristics: age, disability, gender reassignment, marriage and civil partnership, pregnancy and maternity, race, religion or belief, sex, and sexual orientation.
- West Sussex County Council's own Statement of Community Involvement

3.2.4. Throughout the consultation, these processes have been adhered to in order to carry out fair and meaningful consultation. Having a comprehensive consultation programme enables WSCC to collaboratively work with the public, organisations and businesses to create a package where these groups have the opportunity to inform the project at every stage.

3.3. WHO WE CONSULTED

3.3.1. The consultation sought the views of various groups and organisations including:

- Landowners, residents and businesses that may be impacted by the proposed scheme.
- Elected representatives including the local MP, county, district and parish council members.
- Statutory consultees including Natural England, Historic England, Highways England and the Environment Agency.
- Environmental, economic and community group stakeholders.
- Residents across West Sussex, as the proposal will have benefits beyond the immediate alignment which extend to those living in, working in, visiting or travelling through the local area.
- The wider public including pedestrians, horse-riders and cyclists.
- Hard-to-reach groups including younger people and others with a range of 'protected characteristics'.

3.4. CONSULTATION DOCUMENTS

3.4.1. **Webpage:** A consultation webpage was set up to allow public access to information about the consultation at any time. The webpage provided information and links to a range of materials about the scheme, all of which can be found at www.westsussex.gov.uk/A29Realignment:

- A29 Realignment Scheme 2019 questionnaire
- A29 Realignment Scheme 2019 brochure
- A29 Realignment Scheme 2019 exhibition banners
- Frequently Asked Questions
- Technical reports including the A29 Realignment Transport Business Case and traffic flow reports.

- 3.4.2. **Consultation Brochure:** A consultation brochure summarised the proposal for the A29 Realignment Scheme, including the need for the scheme, the benefits it will bring and how the scheme route was developed. It also presented the alignment for Phase 1 (North), Phase 2 (South) and preliminary design drawings of the proposed road layout. The brochure was made available online, in hard copy format and at public exhibition events. A copy of the brochure can be seen in Appendix C.1.
- 3.4.3. **Consultation questionnaire:** The questionnaire was designed to gather people's views and comments on the proposals. It allowed respondents to provide feedback on issues and provide valuable input into scheme design. The questionnaire was made available online and at public exhibition events. A copy of the questionnaire is in Appendix C.2.
- 3.4.4. The questionnaire included a total of 17 questions. It was divided into four main sections which asked respondents:
- Their concerns about the impacts of the scheme in general
 - How they currently travel in the area
 - Their feedback on Phase 1 and Phase 2 of the design proposals
 - Demographic information.
- 3.4.5. WSCC printed 1,350 copies of the consultation questionnaire and 1000 copies of the brochure. These were handed out at the exhibition events. A pre-addressed Freepost envelope was also provided to anyone collecting a hard copy of the questionnaire to ensure they could return it to WSCC free of charge.
- 3.4.6. The questionnaire was available online for the entirety of the consultation period between 26 February and 26 April 2019.
- 3.4.7. **Factsheet (FAQ):** A factsheet was produced to answer frequently asked questions about the proposed scheme, covering the delivery and construction timeline, appraisal process, traffic impacts, property impacts and economics (Appendix C.4).
- 3.4.8. **Exhibition banners:** A total of six banners provided a summary of the proposed A29 Realignment Scheme, including drawings of the proposed road layout (see Appendix C.3). These were displayed at each public consultation event. The content of each banner is summarised below. As mentioned above, information about the Barnham/Eastergate/Westergate masterplan and the proposed housing development were also on display at the exhibitions.

- Welcome
- Background
- Proposed scheme
- Benefits
- Phases
- Preliminary Design
- Timelines
- What happens next?

3.4.9. An electronic version of the exhibition banners could also be viewed and downloaded from the project webpage.

3.5. EVENTS

3.5.1. **Public exhibitions:** Four public exhibition events were held to give the public an opportunity to view information about the proposed scheme, speak with members of the project team and provide feedback on the proposals. The exhibitions were carried out as drop-in sessions where attendees could turn up anytime within the advertised exhibition times. Exhibitions were held at a range of different local venues, on different days, and at different times in order to be inclusive and to accommodate as many different people as possible.

3.5.2. Printed copies of the consultation documents outlined in section 4.6.1 were made available at each of the public exhibitions.

3.5.3. As mentioned above, information about the Barnham/Eastergate/Westergate masterplan and the proposed housing development were also on display at the exhibitions, with staff from ADC, the Church Commissioners for England (CCE) and the consultant team on hand to discuss the wider concept masterplan.

3.5.4. In total, the events (as shown below) were attended by 958 people.

Table 1 Details of public consultation events

Location	Date	Time	Number of attendees
Barnham Community Hall Yapton Rd, Barnham, Bognor Regis PO22 0AY	26 February 2019	4pm to 8pm	300
Westergate Church Hall Westergate St, Westergate PO20 3RH	27 February 2019	9:30am to 1:30pm	171
Eastergate Village Hall Eastergate, Chichester PO20 3XA	28 February 2019	1pm to 5pm	270
St Philip Howard Catholic School Elm Grove South, Barnham PO22 0EN	2 March 2019	11am to 2pm	217

3.5.5. All attendees at the exhibitions were encouraged to take, complete and return a consultation questionnaire. Freepost envelopes were supplied to allow respondents to easily return their completed questionnaires.

3.5.6. **Public engagement poster:** Two A3 sized posters were used at the exhibition events to signpost passers-by into the venue and encourage participation. A copy of the poster can be found in Appendix D.2.

3.6. CONSULTATION PROMOTION

3.6.1. WSCC organised a number of activities to raise awareness of the consultation and inform people about the scheme.

3.6.2. **Webpage:** In the lead up to consultation, information about the scheme and about the planned public consultation was made available on the webpage www.westsussex.gov.uk/A29Realignment.

3.6.3. **Public engagement leaflet:** A total of 4,350 A5 sized leaflets was distributed to businesses and households in West Sussex before the start of public consultation. A copy of the leaflet can be found in Appendix D.1. A map of the distribution area can be seen in Appendix D.3.

3.6.4. **Press Releases:** A press release was issued a week before public consultation began to announce the proposals and promote the exhibition events. Another press release was issued towards the end of the consultation period on 16 April 2019 to encourage further participation. Copies of the press releases are in Appendix D.4.

3.6.5. **Press coverage:** As a result of the press releases, the consultation received online coverage in Littlehampton Gazette on 18 April 2019. A copy of the online article is in Appendix D.4.

3.6.6. **Social media:** The consultation, including details of the exhibition events, were publicised on WSCC social media (Facebook and Twitter).

3.6.7. **eNewsletters:** Notification of the A29 Realignment consultation and an invitation to participate was also included in a range of electronic newsletters sent out to stakeholders, including:

- WSCC Residents' eNewsletter – sent to around 9,000 subscribers on 5 April 2019. As a result, the number of subscribers increased to 11,299 as of 3 May 2019.
- Your Voice ePanel Newsletter – sent to around 6,000 subscribers on 27 February 2019 who received a follow up invitation to participate on 25 April 2019
- Internal Staff Groups – an invitation to participate was also sent to WSCC Staff via Internal staff group networks
- Voluntary and Community Groups – WSCC Partnerships and Communities Team shared
- Details of the consultation with voluntary and community organisations within the Chichester and Arun District areas.

4. METHODS OF RESPONDING

- 4.1.1. During consultation, feedback was invited through the questionnaire which was made available online and as a paper copy. Respondents were able to respond via the following channels:
- Online at www.westsussex.gov.uk/A29Realignment.
 - In person by handing in the completed questionnaire at public exhibitions
 - Downloading the questionnaire at www.westsussex.gov.uk/A29Realignment, completing it and sending it via email to the scheme email address at A29Realignment@westsussex.gov.uk.
 - By post to the freepost address at RSBK-CHTU-KGGG, Have Your Say, A29 Realignment, West Sussex County Council, Chichester, PO19 1RQ.
- 4.1.2. Respondents were also able to make written submissions such as letters or emails. These were either received via the scheme email address or by post.
- 4.1.3. An email address and telephone number along with access to alternative formats were provided as contact mechanisms for anyone with questions about the consultation.

5. ANALYSIS PROCESS

- 5.1.1. All online questionnaire responses were processed directly through the Have Your Say Consultation Hub, WSCC's cloud-based Citizen Space software for managing public involvement activity (provided by Delib). Responses received in hard copy were manually entered via a separate portal. These underwent a quality assurance check to confirm that the data was entered into the system correctly.
- 5.1.2. Raw data from the closed questions (tick-box responses) were used to create many of the charts in the following sections of the report. Data from open-ended questions (free-text responses) required further processing to categorise and identify themes from the data.
- 5.1.3. **Coding methodology:** Open responses are required to go through a process called 'coding', whereby a single statement in a comment box is categorised into a set of a codes which are grouped by 'theme' and 'sentiment'. Theme in this context means a subject or issue specifically mentioned by respondents, for example this could be 'road crossings' or 'bridleways'. The sentiment in this context means whether the comment is either positive, negative or neutral about the corresponding theme. Neutral comments are generally questions or suggestions on how to modify the proposed or current infrastructure.
- 5.1.4. For example, if a comment read "I am pleased to see how walking and cycling have been considered at the same level as car travel. I hope that this approach continues." The sentiment would be 'positive' and the theme created is 'support consideration of alternatives to car use'.
- 5.1.5. **The coding framework:** is a document containing the codes which represent the different themes raised by respondents. This is created by reviewing a large sample of the responses and identifying common themes, each of which is given a unique number. A coding framework was developed for every open-ended question in the questionnaire, including comment boxes.
- 5.1.6. The coding framework underwent a series of reviews during the analysis to ensure that any new codes that emerged in the data were incorporated. The coding of responses also underwent a series of quality assurance checks to ensure consistency throughout the process.
- 5.1.7. The same coding methodology has been applied to deal with detailed responses submitted in the form of letters and emails.

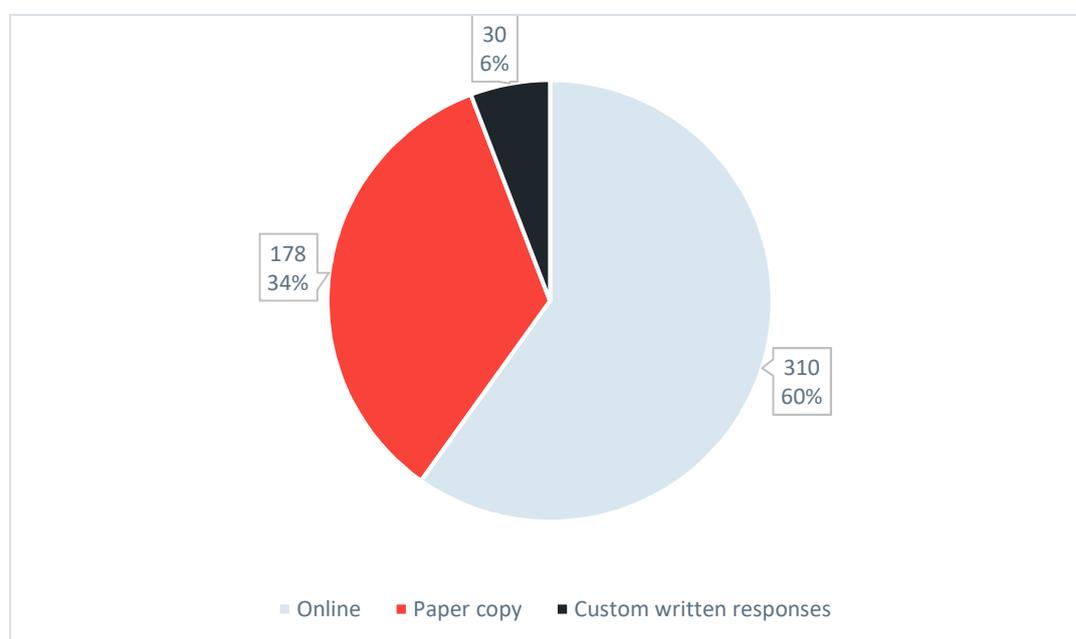
6. WHO RESPONDED

- 6.1.1. This chapter provides a brief overview of the level of response to the consultation and a summary of respondent demographics. The findings are based on the 488 questionnaire responses received. Further demographic analysis is presented in Appendix A.

RESPONSE FORMAT

- 6.1.2. A total of 518 people responded to the consultation in a range of formats. The below shows a breakdown of the number of responses received from each channel. The online questionnaire was the preferred method of response, with 60% of the responses received submitted online, while a third (34%) were paper copy questionnaire responses. The remaining 30 responses (6%) comprised detailed responses submitted by email (27) and letter (3).

Figure 4 Breakdown of responses by format



n=518 responses

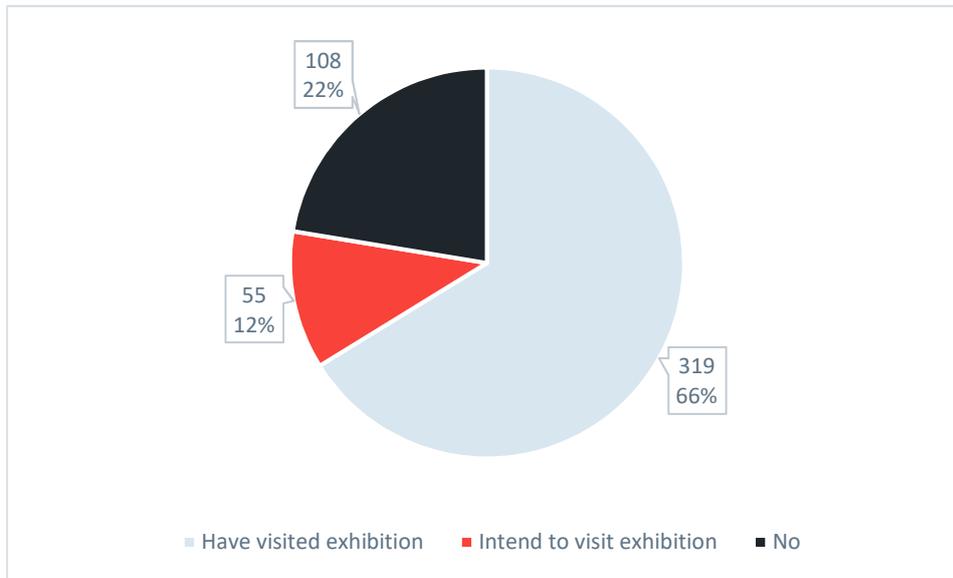
PARTICIPATION IN CONSULTATION

- 6.1.3. Questionnaire respondents were asked to indicate how much they had participated in the consultation, in terms of whether or not they had visited one of the public exhibitions

Q1. Have you or do you intend to visit one of our public exhibitions?

- 6.1.4. A total of 482 questionnaire respondents (99%) responded to this question. Figure 5 shows a breakdown of responses. Two-thirds of respondents (66%) indicated they had visited the public exhibition, while a further 11% (55 respondents) indicated that they intended to visit the exhibition. Just over a fifth (108 respondents, 22%) indicated they had not attended and did not intend to visit the exhibition.

Figure 5 Proportion of respondents who attended or intended to attend public exhibitions

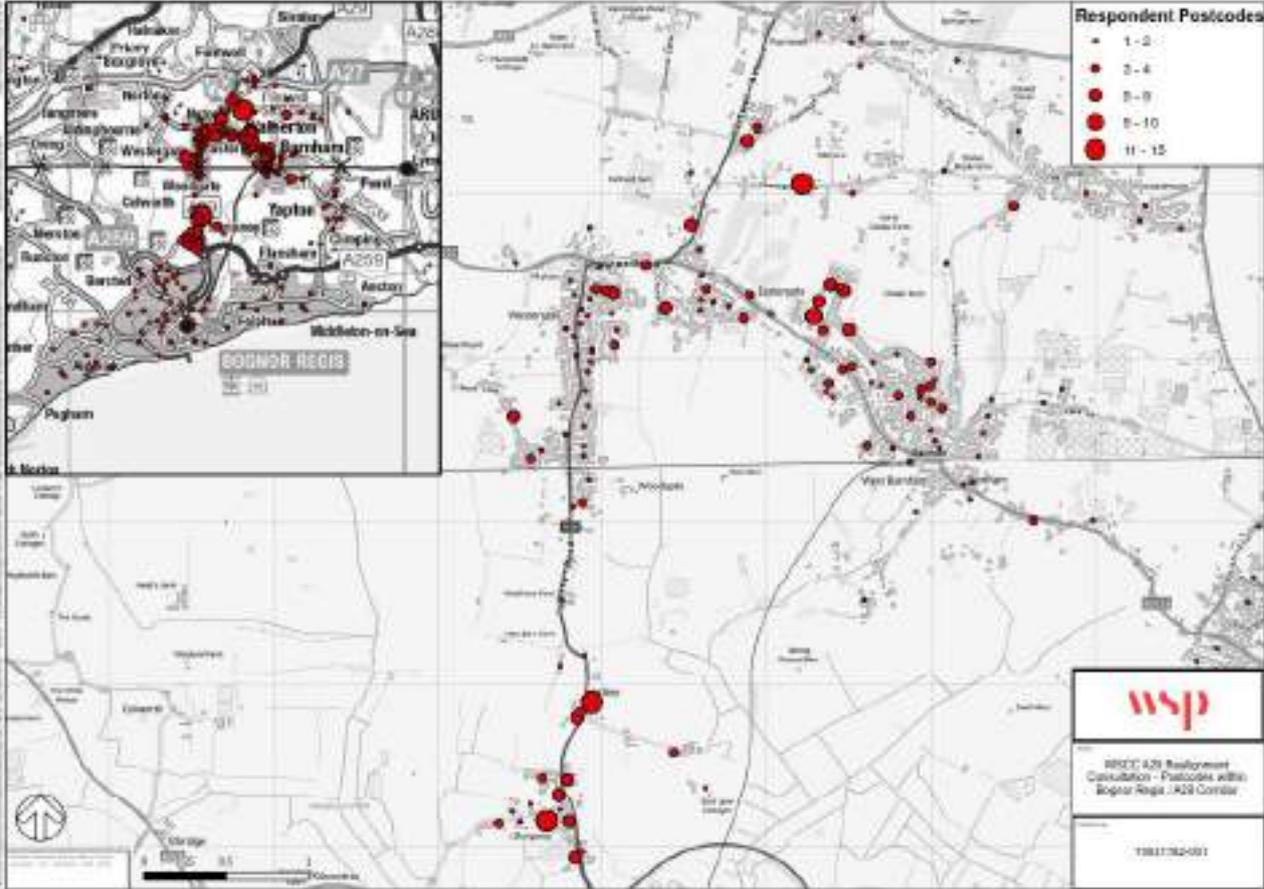


n=482 responses (99% of respondents) Percentages exclude those who did not tick an answer.*

LOCATION OF RESPONDENTS

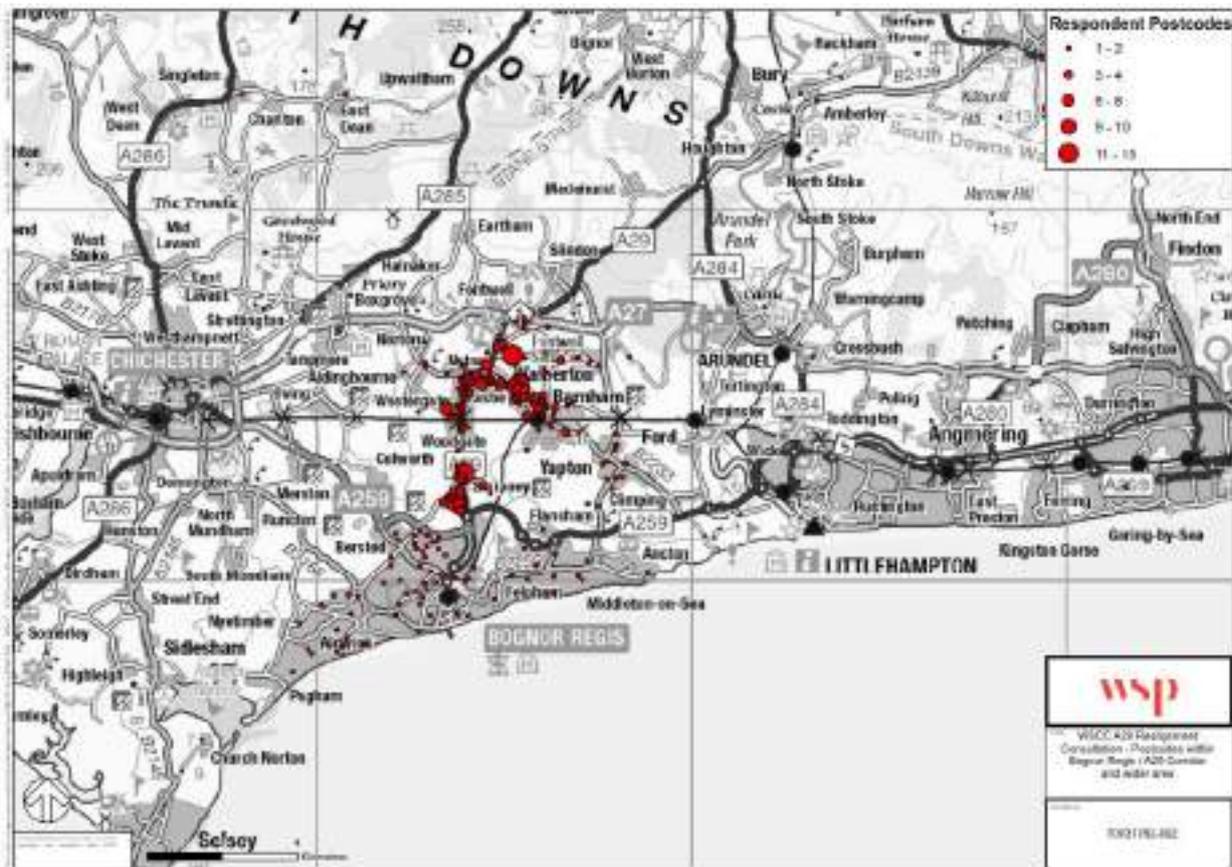
- 6.1.5. Questionnaire respondents were asked to provide their home postcode (Q10).
- 6.1.6. A total of 463 respondents (95%) provided a postcode. Of these responses, 452 (98%) were valid postcodes that could be interpreted by the mapping software. All responses have been included in the other analyses presented in this report regardless of postcode response.
- 6.1.7. Figure 6 shows the majority of respondents are from the local area, particularly from Shripney, Lidsey, Eastergate and Westergate.

Figure 6 Postcode of questionnaire respondents in immediate area



6.1.8. Figure 7 shows there was an interest in the consultation across the wider county as a result of the promotion of the consultation. Responses were also received from residents in rural areas to the north and south of Chichester, as well as in Bury, Amberley and from residents in Littlehampton and Goring-by-Sea.

Figure 7 Postcode of questionnaire respondents across the wider area



6.1.9. Responses were also received from areas outside West Sussex (as indicated by these plans), such as Redhill (7), Portsmouth (1), Brighton (1) and Tunbridge Wells (1).

RESPONDENT DEMOGRAPHICS

6.1.10. Questionnaire respondents were asked a series of questions to gather demographic information. The age, sex and employment status profiles are presented below and the remaining demographic analyses is presented in Appendix A.

6.1.11. The demographics of questionnaire respondents have been compared to the demographics of West Sussex overall. However, it is worth noting the census data was extracted in 2011 and is therefore an estimated representation of the current demographic in West Sussex.

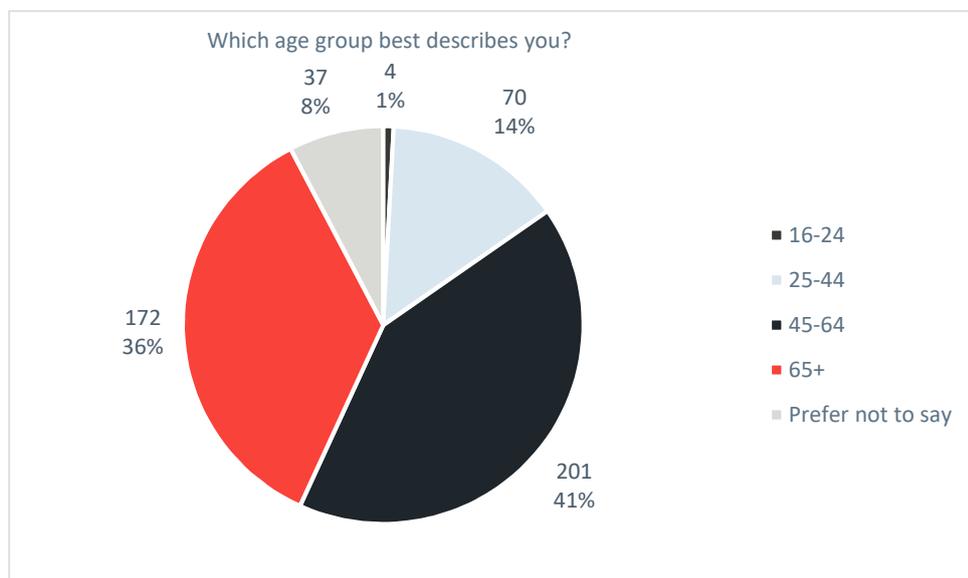
Q8. Which of the following age group best describes you?

6.1.12. A total of 484 respondents (99%) answered this question, and Figure 8 shows the breakdown of respondents by age. The majority of respondents (77%) are aged 45 or above. Just 15% are aged 44 and under. No responses we received from people aged 15 and under.

6.1.13. Figure 9 is based on just those who provided their age (i.e. those who selected 'prefer not to say' are excluded). As shown, 83% of respondents who disclosed an age are aged 45 and above. Compared to ONS* data for West Sussex as a whole, this shows that people aged 45 and above are overrepresented in the consultation responses (this group accounts for 58% of the county's adult population).

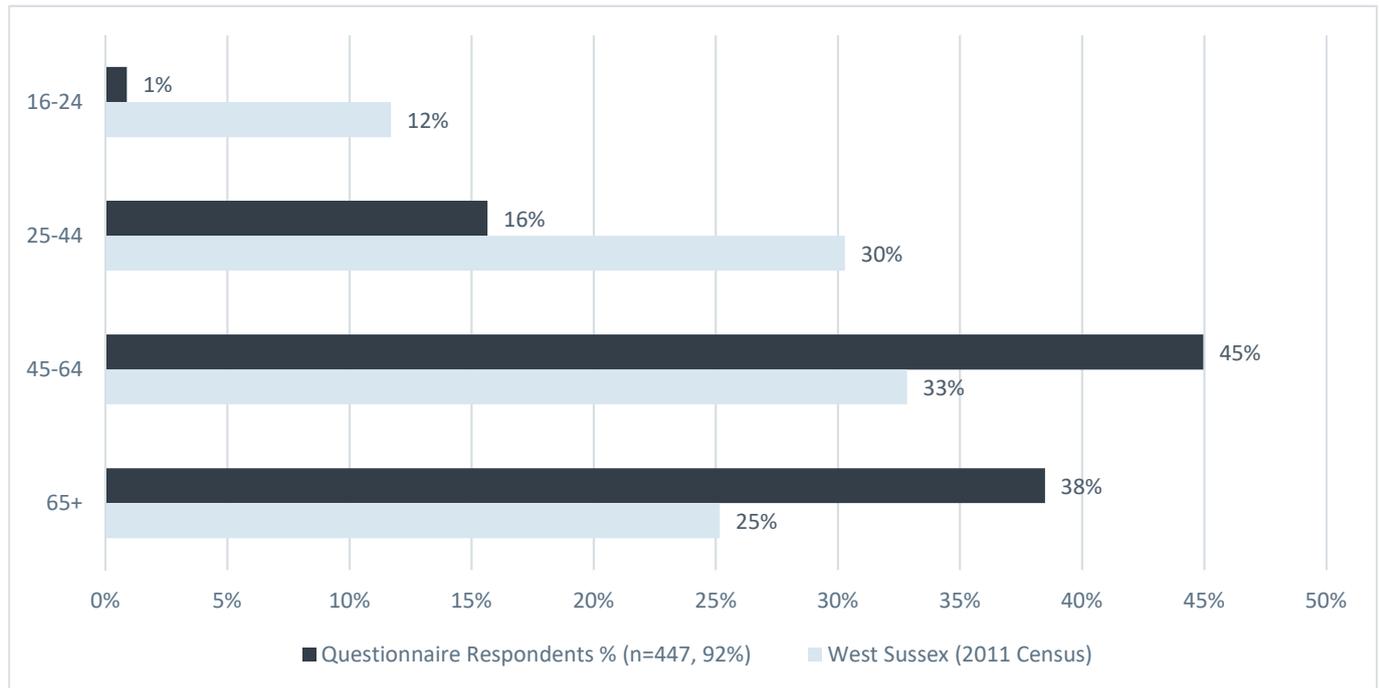
6.1.14. In contrast, younger age groups are underrepresented in the consultation - only 17% of respondents are aged 16-44. Census data shows that this group represents 42% of the adult population of West Sussex. No responses were received from people aged 15 and under.

Figure 8 Age of respondents



n=484 responses (99% of respondents). Percentages exclude those who did not tick an answer. Respondents 15 or under are excluded.*

Figure 9 Age of respondents compared to West Sussex overall



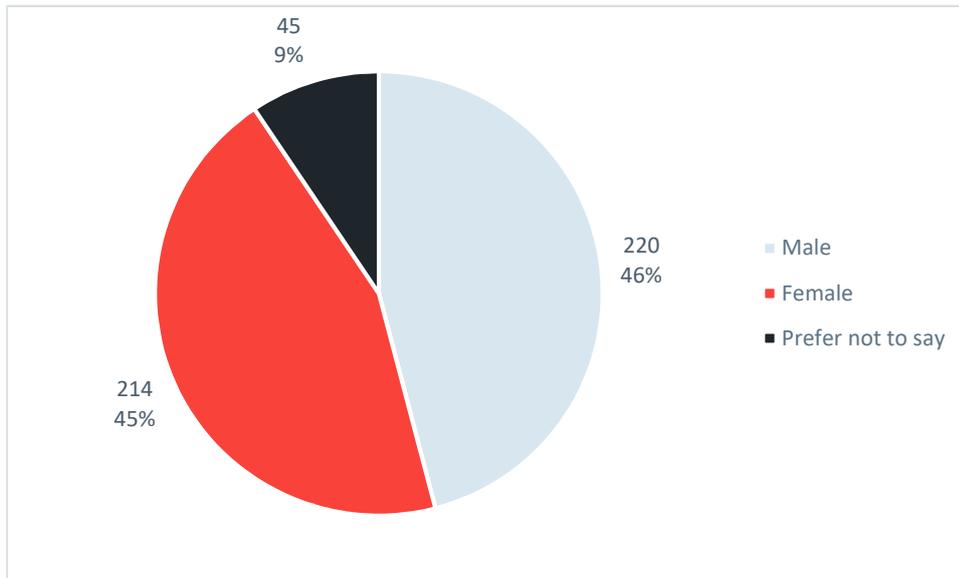
Percentages exclude those who ticked 'prefer not to say' or did not tick an answer. Respondents 15 or under are excluded. 2011 Census data extracted from Table KS102EW².

Q11. Are you? (sex of respondents)

6.1.15. A total of 479 questionnaire respondents (98%) answered this question. Figure 10 shows similar proportions of male (46%) and female (45%) respondents. This is similar to the gender balance for West Sussex as a whole, shown in Figure 11.

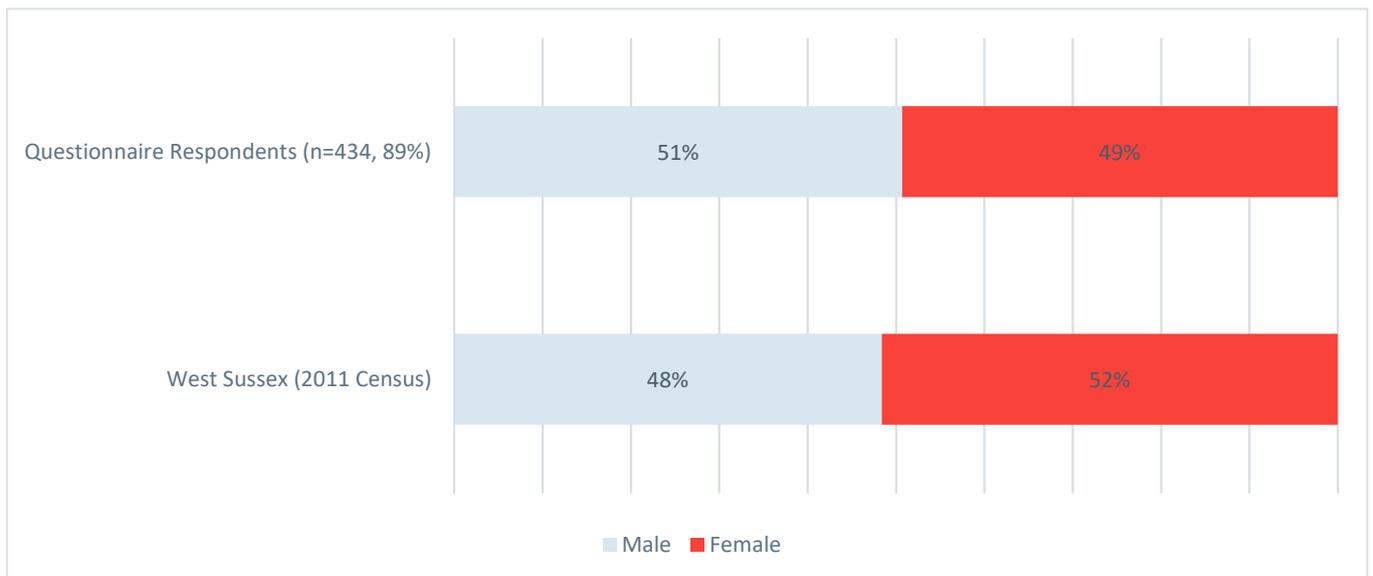
² <https://www.nomisweb.co.uk/>

Figure 10 Sex of respondents



n=479 responses (98% of respondents). Percentages exclude those who did not tick an answer.*

Figure 11 Sex of respondents compared to West Sussex overall



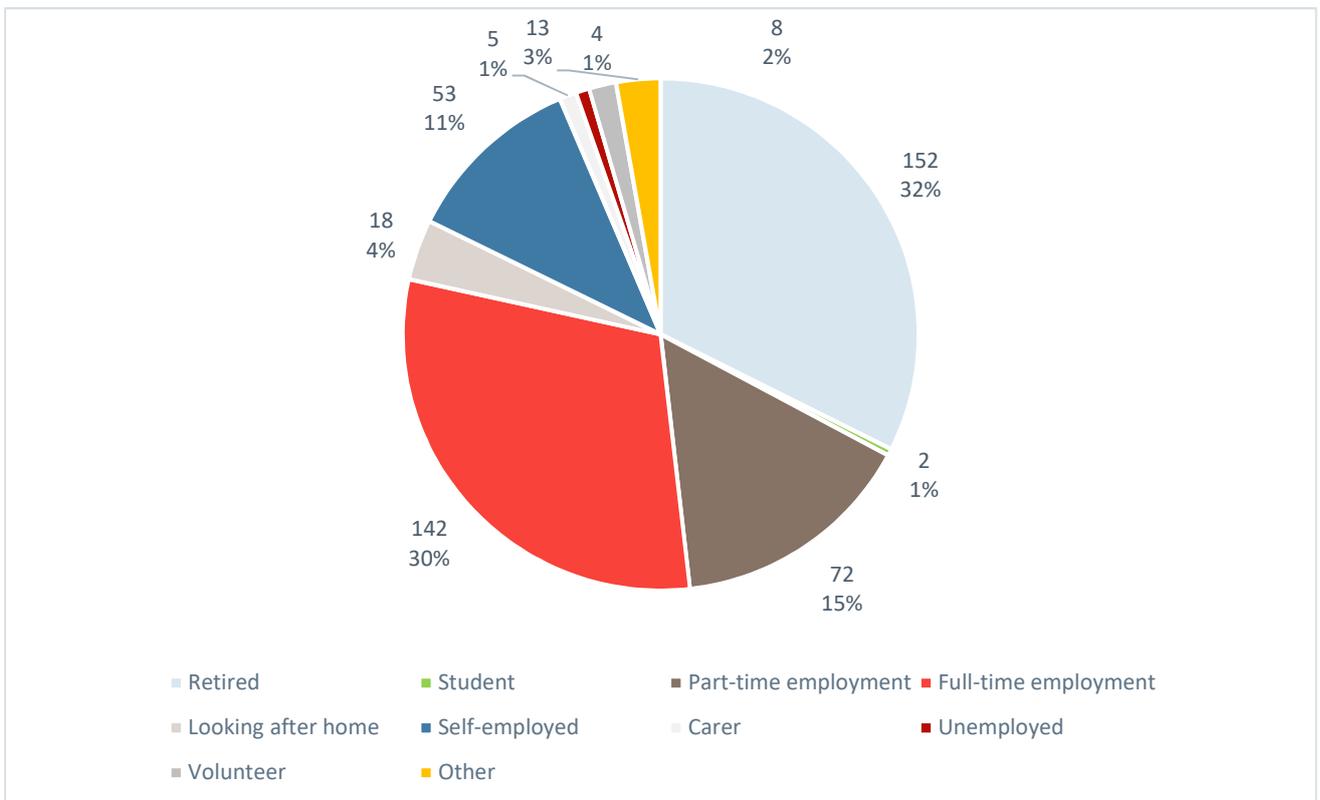
Percentages exclude those who ticked 'prefer not to say' or did not tick an answer. 2011 Census data extracted from Table KS101EW³.

Q16. What is your main employment status?

³ <https://www.nomisweb.co.uk/>

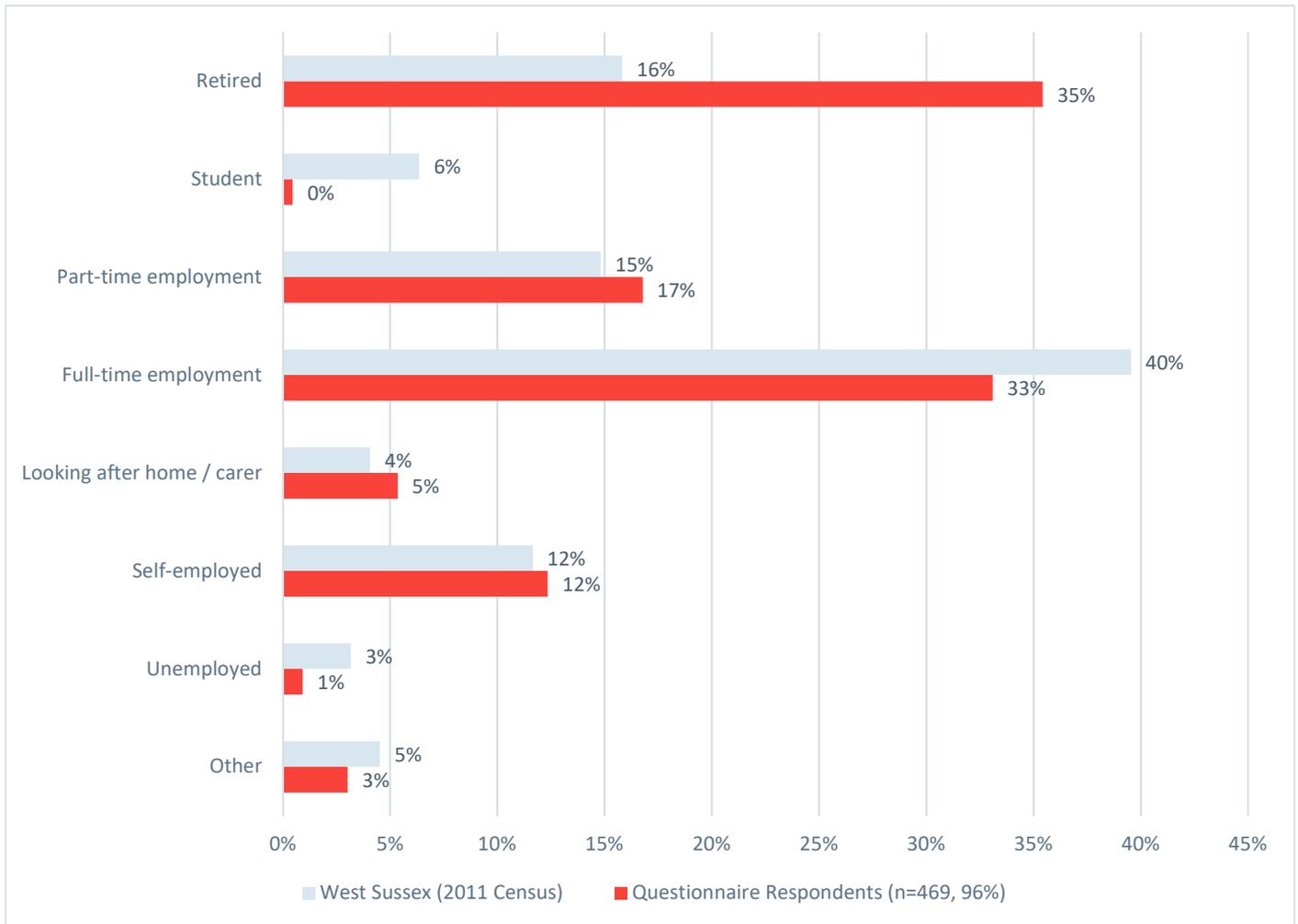
- 6.1.16. A total of 469 (96%) questionnaire respondents provided an answer to this question. A third of respondents who disclosed their employment status stated they are retired (32%), while a similar proportion are employed full-time (30%). Just over a quarter of the respondents are either part-time employed (15%) or are self-employed (11%). The remaining respondents are either looking after their home (4%), selected 'other' (3%) or are a volunteer (2%). Very few carers (1%), students (1%), and unemployed people (1%) responded to the consultation.
- 6.1.17. In line with the findings noted above, when compared to the county average, there is an over-representation of retired respondents in the consultation responses while those working full time and students are under-represented.

Figure 12 Main employment status of respondents



n=469 responses (96% of all questionnaire respondents). Percentages exclude those who did not tick an answer.

Figure 13 Main employment status of respondents compared to West Sussex overall



Percentages exclude those who did not tick an answer. 2011 Census data extracted from Table KS601UK⁴.

TYPE OF RESPONDENT

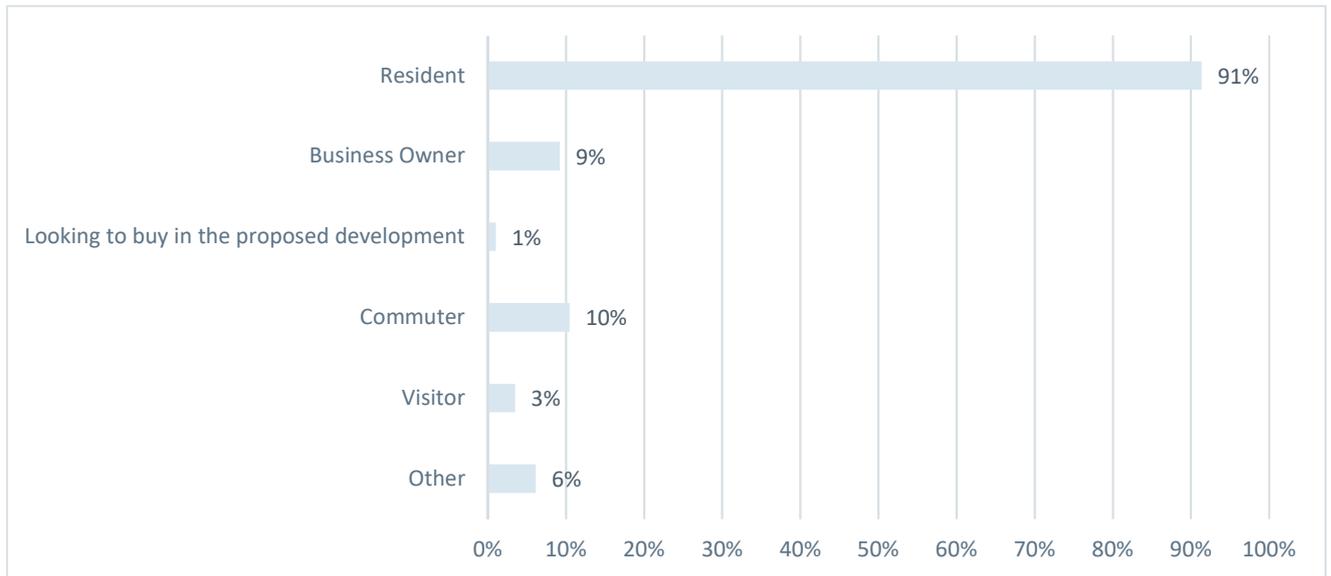
Q9. Are you responding as:

- 6.1.18. Questionnaire respondents were asked to state the capacity in which they were responding to the consultation (e.g. resident, business owner, commuter). This question was answered by 100% of respondents (488). Figure 14 below shows the proportion of respondents within each category. Respondents were able to select multiple categories, and this explains why the sum of the percentages exceeds 100%.

⁴ <https://www.nomisweb.co.uk/>

6.1.19. As shown below, 91% of respondents were residents. Comparatively few selected the other categories: 10% responded as commuters, 9% as business owners, 6% as other, 3% as visitors and 1% as 'looking to buy in the proposed development'.

Figure 14 Proportion of people responding as a particular type of consultee



n=488 responses (100% of respondents).*

If you selected 'other' please specify

Respondents who chose 'other' were able to provide more information to explain this choice. Although some responses did not relate to the question, the answers indicated that respondents included Parish/County Councillors, local stakeholders and community groups.

7. HOW THE PUBLIC RESPONDED

- 7.1.1. This chapter provides a summary of the views towards the A29 proposals presented in the consultation responses. The findings are based on the 488 questionnaire responses received.
- 7.1.2. The following questions formed the main part of the questionnaire. The questions were both closed (asking respondents to select one or several options from a pre-defined list of possible answers) and open (asking respondents to provide free-text responses).
- 7.1.3. For the closed questions, percentages are based on the total number of respondents who answered that particular question (shown as 'n' in each table/chart). Please note that percentages have been rounded to the nearest percentage point. As a result of this rounding, the sum total of percentages for each part of a question may not always equal 100%.
- 7.1.4. For the open questions, this section highlights the key themes discussed in responses to each question. For some questions, a large proportion of responses had to be coded as 'other' or 'unrelated' because respondents would often refer to issues that were unrelated to the question. Examples of comments under these codes are provided where appropriate. It was decided not to create new codes for each of these comments, as this would have resulted in a large number of infrequently used codes.
- 7.1.5. NB, *The following responses are from comments detailed in the questionnaire: '% respondents' noted under specific tables in this section refers to the percentage of total questionnaire respondents not the total number of consultation responses (which would include letters, emails, etc). This is because other responses (letters, emails, etc) cannot be fully compared to the questionnaire data.
- 7.1.6. Where examples / typical responses have been included, these have been included verbatim as written in the questionnaire response.

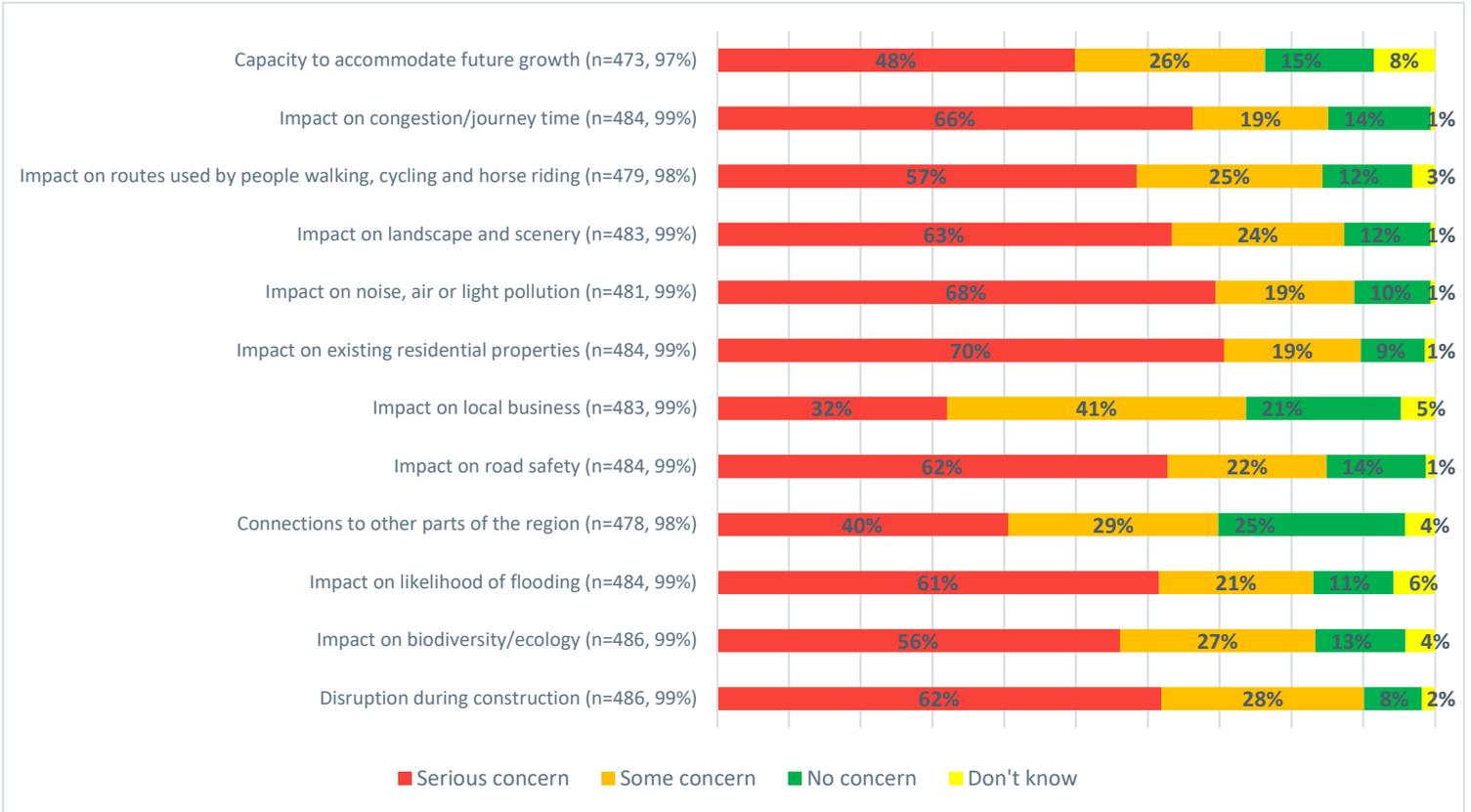
CONCERNS

Q2. How concerned are you about the impact the scheme could have on the following items?

- 7.1.7. Respondents were asked to say how concerned they are about the potential impact of the A29 scheme on a range of factors, such as capacity, the environment, economy, safety, road users and residents. They were asked to respond using a fixed scale of 'serious concern', through to 'some concern', 'no concern' and 'don't know'.
- 7.1.8. Overall, 473 respondents (97%) provided an answer to every part of this question. Figure 15 shows the level of concern towards the impact of the scheme on various issues.
- 7.1.9. Disruption during construction is shown to have the greatest level of concern among respondents, with 90% indicating some concern or serious concerns about the issue. Large proportions of respondents also expressed some concern or serious concerns about the impacts on existing residential properties (89%), impacts on noise, light or air pollution (87%) and impacts on landscape and scenery (87%).
- 7.1.10. Other significant areas of concern are impact on congestion and journey time (85%), road safety (84%) and on routes used by people walking, cycling and horse riding (82%).

7.1.11. Of all the possible factors listed in the questionnaire, respondents are least concerned about the potential impact on connections to other parts of the region, with 69% of respondents indicating either some or a serious concern.

Figure 15 Degree of concern shown by respondents towards potential impacts of the scheme



n=469 responses (96% of all questionnaire respondents). Percentages exclude those who did not tick an answer or who provided an invalid response. Invalid responses are those who selected more than one degree of concern within a particular issue.

Other concerns (please explain)

7.1.12. This was an open question and responses have been grouped thematically (coded) for analysis and interpretation. Table 2 shows the top 10 results of this analysis, illustrating the range of responses received. In total, 281 respondents provided comments (58% of the total). A full list of coded themes is included in Appendix B.1.

7.1.13. Many comments received opposed the scheme in general (17%) and expressed concerns that it will generally cause more traffic growth and congestion (15%) in the area. Many also expressed views that the scheme will take away the identity of villages in the area (12%). There are also concerns that the purpose of the scheme is to enable access to housing developments only (10%).

7.1.14. Respondents frequently suggested (11%) a realignment of the proposed southern link to the A259 roundabout near Rolls Royce or to the Bognor Regis Relief Road (BRRR). An equal

proportion echoed concerns raised in the previous question, including the impact on the environment, landscape and scenery (11%), noise (10%) and air (9%) pollution.

- 7.1.15. Other points of concern relate to specific areas affected by the scheme. A total of 10% of respondents are concerned about traffic conflict on Barnham Road, Fontwell Avenue and Fontwell roundabout, while 9% are concerned the scheme will drive more traffic into Shripney and Lidsey.

Table 2 Summary of other concerns

Theme	No. of responses	% of respondents	Example / Typical Comments
General comments opposing the scheme	47	17%	"This is totally the wrong option"
Concerns about traffic growth and congestion in the area (not area specific)	43	15%	"This change to the A29 will attract more vehicle movements plus additional traffic for the proposed housing development..."
Concerns about the loss of village identity/ urbanisation	33	12%	"Over developing the rural area, turning nice small villages into towns."
Suggestion to realign the proposed southern link (to the A259 roundabout near Rolls Royce or to the BRRR)	30	11%	"Why does the southern end join the A29 at sack lane, it should be further south, ideally to link up with the new Bognor relief road roundabout (near Rolls Royce)."
Concerns about impact on environment, landscape and scenery	30	11%	"I am concerned about the desecration of our green fields, which will all be covered in concrete - once our greenery and farms are gone, we will never get them back..."
Concerns about traffic conflict on Barnham Road/ Fontwell Ave/ Fontwell roundabout	28	10%	"Serious concern is where the 'realigned' A29 rejoins the existing A29 at Fontwell Avenue. This would simply shift the gridlock from Woodgate Crossing to Fontwell Avenue as it approaches the roundabout joining the A27 [Fontwell]."
Concerns that purpose of the scheme is to enable access to	27	10%	"I feel the re-alignment is mainly being used to create access for major housing development and

Theme	No. of responses	% of respondents	Example / Typical Comments
housing developments only			therefore will not alleviate traffic as it will create more.”
Concerns about noise pollution	27	10%	“Barnham Road already creates almost continuous noise throughout the day from dawn..”
Concerns about air pollution	25	9%	“Increased capacity will mean increased air pollution from increased traffic..”
Concerns about traffic in Shripney and Lidsey	25	9%	“Very concerned about traffic coming out south of Lidsey bends, it’ll be worse for Shripney residents with backed up traffic on the road.”

n=281 responses (58% of all questionnaire respondents). The above percentages are calculated based on the number of respondents who provided additional comments (excluding those who did not comment).

LOCAL ISSUES

Q3. What specific local issues do you feel we should be aware of in developing the scheme?

- 7.1.16. This was an open question and responses have been grouped thematically (coded) for analysis and interpretation. Table 3 shows the top 10 results of this analysis, illustrating the range of responses received. In total, 378 respondents provided comments (77% of the total). A full list of coded themes is included in Appendix B.2.
- 7.1.17. When asked to provide comments about the proposal on a more local level, the most frequently occurring theme (mentioned by 10% of those respondents who gave comments) suggested that the proposed southern link be realigned to the A259 roundabout or to the BRRR. Respondents also indicated road safety in Shripney and Lidsey (8%) to be an important consideration in the development of the scheme.
- 7.1.18. Many respondents did not isolate their comments to local issues only and instead provided comments about the general scheme area, stating concerns about traffic growth (9%) and impact on environment, landscape and scenery (9%). There were many respondents who also made general comments opposing the scheme (8%).
- 7.1.19. There were a number of neutral comments referring to areas outside of the scheme limits that had not been included as part of the proposal (9%). Neutral in the context of this question means there is not outright support, nor outright objection and may contain suggestions on how to improve the proposal or design.
- 7.1.20. One of the most common issues raised appears to be related to specific elements of the environment such as flooding (8%), air (7%) and noise (7%) pollution. Community related issues such as the loss of village identity (7%) was also raised.

7.1.21. The findings outlined in Table 3 below show similar themes as those raised in Table 2 above, suggesting that the topics respondents are concerned about are those which they believe should be considered as the scheme is further developed.

Table 3 Most common issues highlighted as a result of question 3.

Theme	No. of responses	% of respondents	Example / Typical Comments
Suggestion to realign the proposed southern link (to the A259 roundabout near Rolls Royce or to the BRRR)	36	10%	"It makes sense for this road to connect to the A259 by passing Shripney"
Traffic growth/ congestion in the scheme area (not area specific)	35	9%	"The local concern over the current traffic flow which will be exacerbated by this scheme."
Neutral comments mentioning areas outside scheme limits (not included as part of proposal)	34	9%	"Access to Barnham train station was part of the rationale for the proposed increase in housing. A link road from the Phase 2 route to Barnham Station has been mentioned. Why isn't it part of the scheme?"
Environment, landscape and scenery	33	9%	"Destroying green spaces and disturbing wildlife, the new road cut across green spaces."
Flooding/ risk of flooding	31	8%	"There are frequent problems with flooding in this area. The destruction of the local farm land will increase the risk of flooding affecting existing homes."
General comments opposing the scheme	30	8%	"This this alignment is misconstrued and ill conceived."
Road safety issues in Shripney/ Lidsey	29	8%	"By joining the existing road at Lindsey is ridiculous, this part of the road is the most dangerous stretch, with several accidents I can remember, some with fatalities"
Air pollution	28	7%	"Air quality will not be improved by increasing traffic nearer to properties already built."

Theme	No. of responses	% of respondents	Example / Typical Comments
Noise pollution	25	7%	"It would seem that the end result of this proposal will simply be a transference of traffic noise/pollution."
Loss of village identity/urbanisation	25	7%	"This is a village area. Landscape, traditional natural planting areas and countryside are important. We live here to be in a country village not see estates of houses and hear traffic or lose our night sky to street lighting."

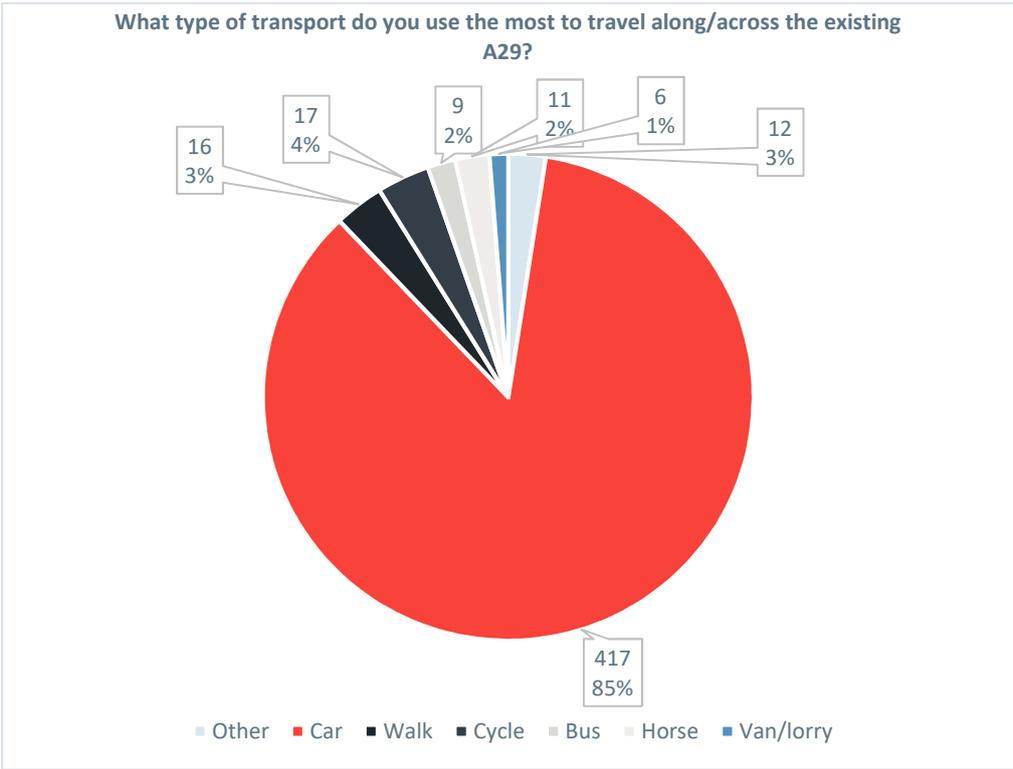
n=378 responses (77% of all questionnaire respondents). The above percentages are calculated based on the number of respondents who provided additional comments (excluding those who did not comment).

TRAVEL BEHAVIOUR

Q4. What type of transport do you use the most to travel along/across the existing A29?

- 7.1.22. This question was answered by all questionnaire respondents. Figure 16 shows the modes of travel respondents use to travel along or across the existing A29 corridor. Respondents were able to select one option only.
- 7.1.23. At present, it is evident that car is the dominant mode, with 85% of respondents stating that this is their main mode of travel. Of the other modes stated, cycling (4%) and walking (3%) were the most frequently selected.

Figure 16 Main mode of transport used to travel along/across the existing A29

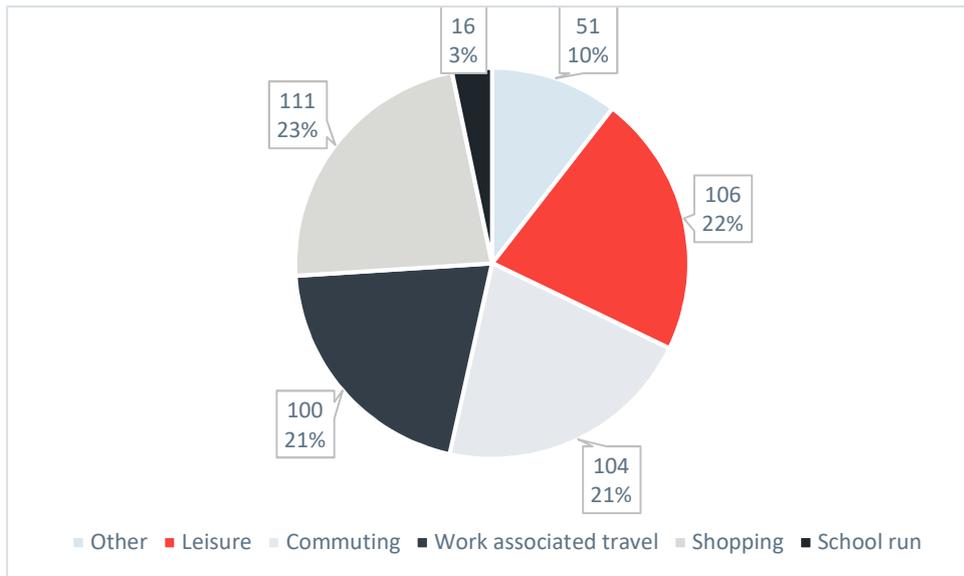


n=488 responses (100% of all questionnaire respondents).

Q5. What is the main purpose of your trips?

- 7.1.24. This question was answered by all questionnaire respondents. Figure 17 shows the main purposes of journeys along or across the existing A29 corridor.
- 7.1.25. Respondents indicate a range of journey purposes, with similar proportions using the route for shopping (23%), leisure (22%), commuting (21%) and work associated travel (21%).

Figure 17 Main purpose of trips



n=488 responses (100% of all questionnaire respondents).

COMMENTS ON DESIGN AND/OR CONSTRUCTION (PHASE 1)

7.1.26. Respondents were then asked to comment on the design and/or construction of Phase 1 of the proposed scheme.

Q6. We would like to hear your views about the design or construction of Phase 1 (North).

7.1.27. This was an open question and responses have been grouped thematically (coded) for analysis and interpretation. Table 4 shows the top 10 results of this analysis, illustrating the range of responses received, followed by the 10 most common suggestions received about the design or construction of Phase 1. In total, 360 respondents provided comments or suggestions (73% of the total). A full list of coded themes is included in Appendix B.3.

7.1.28. When asked to provide comments on the northern section of the scheme, many respondents took the opportunity again to respond negatively to the proposals in general, rather than comment on the design or construction more specifically. The most common responses related to a perception that the northern section of the scheme will cause more traffic growth or congestion generally (11%) and to a general opposition to the benefits of the scheme (11%).

7.1.29. Other common, negative views raised relate to concerns about air pollution (9%), congestion associated with the proposed roundabouts in the northern section (9%), noise pollution (8%), general comments opposing the northern section (8%) and concerns about the proximity of the

proposed alignment to residential properties (8%). Concern that the scheme will not relieve congestion caused by population/housing growth (7%) was also raised.

- 7.1.30. Neutral comments about the general design of the scheme were also raised (7%). Neutral in the context of this question means there is not outright support, nor outright objection and may contain suggestions on how to improve the proposal or design.
- 7.1.31. Positive comments, expressing general support for the Phase 1 design, were raised by 9% of those respondents who provided a response to this question.
- 7.1.32. Many respondents also provided suggestions about the Phase 1 proposals, the most common of which are outlined below. The most frequent suggestions relate to the realignment of the northern link to the A27 at Fontwell / movement of the link away from Eastergate Lane junction (7%) and suggestions for acoustic or visual screening (7%).
- 7.1.33. Other typical suggestions related to alternative routes, outside of what is proposed (4%), more/better crossings along the proposed northern route (3%), suggestions to install traffic lights (3%) at roundabouts in the northern section and general suggestions about cycleways in the northern section (3%).
- 7.1.34. Respondents also took this opportunity to express their views about the southern link and again, suggested it be realigned to the A259 roundabout near Rolls Royce or to the Bognor Regis relief road (3%).
- 7.1.35. A smaller number of respondents also suggested making the road a dual-carriageway (1%) and raised suggestions about speed limits and other traffic control measures (1%).

Table 4 Top 10 views/suggestions about the design or construction of Phase 1 (North)

Theme	No. of responses	% of respondents	Example / typical comments
Concerns northern section will cause more traffic growth/ congestion	40	11%	"In any case I believe the junction with the Barnham Road at the southern end of Phase 1 will become congested in all directions simply due to the volume of traffic that will be concentrated on this junction."
Opposed to scheme benefits	38	11%	"I can't see any benefit to local people whatsoever, only downsides."
Concerns about air pollution	33	9%	"Increased air pollution from stationary traffic & increased traffic."
General support for Phase 1 North	32	9%	"I encourage phase 1 with all the new houses being built, the new bypass will lighten the

Theme	No. of responses	% of respondents	Example / typical comments
			traffic especially on the current a29 around the Woodgate crossing”
Concerns proposed roundabouts in northern section will cause more congestion (too many roundabouts)	31	9%	“There are three roundabouts on Phase 1 of the A29. This will significantly slow down traffic and increase pollution, which directly contradicts two of the stated aims of the realignment scheme.”
Concerns about noise pollution	29	8%	“The houses on Downview Road will be seriously affected by noise pollution and the proposed bank will not prohibit this.”
General comments opposing the northern section	27	8%	“I cannot think of anything right about it and will not adversely impact all travellers and business”
Concerns about proximity of alignment to residential properties (too close to properties)	27	8%	“This initial design is far too close to existing properties”
General comments about design of the scheme	26	7%	“Roundabout design should consider filter lanes.”
Concerns that scheme will not relieve traffic caused by housing /population growth	25	7%	“I am concerned the additional traffic generated by the new housing developments will cause blockages in traffic flow at the point between point A on your Preliminary Design and A27 because this section of road remains the same as it is today, and will not be able to sustain the additional traffic volume”
Suggestion to realign northern link to the A27 at Fontwell or move link away from Eastergate Ln Jnct	25	7%	“In my opinion, the new road should link with the A27 at Fontwell not half way down.”

Theme	No. of responses	% of respondents	Example / typical comments
Suggestion for acoustic or visual screening	25	7%	"Please use trees and shrubs instead of fencing so that we can be connected to the new development and for it to look as natural as possible."
Suggestions for alternative routes outside of what is proposed	13	4%	"Should be constructed across the Hook Lane less impacts on residents"
Suggestion for more/ better crossings for pedestrians and cyclists along proposed northern route	12	3%	"There should be provision for adequate pedestrian or cycle crossings of Fontwell Avenue, on the new northern link and especially at the roundabout for those who need to cross ..."
Suggestion to install traffic lights in northern route	11	3%	"Improve the current Fontwell Ave route and perhaps some traffic lights will improve the traffic flow better."
Suggestion to realign southern link (to the A259 roundabout near Rolls Royce or to the BRRR)	10	3%	"The roundabout at the very bottom is just on a very dangerous bend, think it's be better placed where rolls royce roundabout is."
Suggestion about cycle ways in northern section	9	3%	"To encourage people to cycle I feel we need to ensure cycle paths cover the entire length of the new development, without gaps"
Better link proposed NMU routes with existing network	9	3%	"As mentioned elsewhere - the top end leaves NMUs in NML (no man's land). "
Make the road dual-carriageway	5	1%	"A single carriageway in each direction is insufficient for current let alone future needs. Dual carriage ways are essential."
Suggestion about speed limits and other traffic control	5	1%	"Maximum 30 mph with no speed bumps"

Theme	No. of responses	% of respondents	Example / typical comments
measures			

n=360 responses (73% of all questionnaire respondents). The above percentages are calculated based on the number of respondents who provided additional comments (excluding those who did not comment).

COMMENTS ON DESIGN AND/OR CONSTRUCTION (PHASE 2)

7.1.36. Respondents were then asked to consider the design and construction of Phase 2 (South).

Q7. We would like to hear your views about the design or construction of Phase 2 (South).

- 7.1.37. This was again an open question and responses have been grouped thematically (coded) for analysis and interpretation. Table 5 shows the top 10 results of this analysis, illustrating the range of responses received, followed by the 10 most common suggestions received about the design or construction of Phase 1. In total, 334 respondents provided comments or suggestions (68% of the total). A full list of coded themes is included in Appendix B.4.
- 7.1.38. When asked to provide comments on the southern section of the scheme, many respondents responded negatively to the overall design/construction of the proposed southern section. The most common responses raised related to a general opposition to the southern section of the scheme (13%), a perception that the southern section of the scheme will cause more traffic growth/congestion generally (11%) and to concerns that the scheme will increase flood risk (10%).
- 7.1.39. Other common, negative views raised relate to congestion associated with the proposed roundabouts (8%), concerns about environmental impacts (7%), opposition to the southern-end of the road (southern link) stopping at Lidsey (7%), and concerns about the southern link (6%).
- 7.1.40. General concerns about housing/development were also raised (5%), along with general negative comments about the consultation materials/process (4%).
- 7.1.41. Neutral comments which were unrelated to the scheme, were made by 5% of respondents. Neutral in the context of this question means there is not outright support, nor outright objection and may contain suggestions on how to improve the proposal or design.
- 7.1.42. Many respondents also provided suggestions about the Phase 2 proposals, the most common of which are outlined below. The most frequent suggestions relate to alternative routes to that proposed (3%), suggestions for acoustic or visual screening (2%) and the need for more foot-/cycleway provision (2%).
- 7.1.43. Other typical suggestions related to non-motorised user (NMU) routes for people walking, cycling and horse riding (1%), more landscaping (1%), the provision of segregated cycle lanes/footways (1%) and links to foot/cycleways (1%).
- 7.1.44. A smaller number of respondents also suggested making the road a dual-carriageway (1%) and reducing the maximum speed limit (1%).

Table 5 Most common views/suggestions about the design or construction of Phase 2 (South)

Theme	No. of responses	% of respondents	Example / Typical Comments
General comments opposing the southern section	45	13%	"Phase 2 south is even more lengthy, disruptive, not well thought out and not necessary"
Concerns southern section will cause more traffic growth/ congestion	36	11%	"As the new road will cause an increase of traffic, especially on the new road as people try to avoid the level crossing, this will add to the danger."
Concerns about flooding	34	10%	"Land gets very water logged and would be far worse if covered with roads and houses."
Concerns proposed roundabouts will cause more congestion (too many roundabouts proposed)	28	8%	"Too many roundabouts for traffic to flow freely."
Concerns about impact on environment, landscape and scenery	23	7%	"The elevated sections will be an eyesore and ruin our countryside."
Opposed to proposed southern link	22	7%	"I feel very strongly that for the safety of all road-users, the new road should bypass Lidsey and Shripney."
Concerns about proposed southern link	19	6%	"My concerns relate to the Southern end of the new road and where it meets the existing road network."
Comments unrelated to the scheme	18	5%	"Want Route 13"
Concerns about impact of / amount of future housing development	18	5%	"4,000 more homes means approx 9,000 more people and I imagine approx 7,000 more cars, to expect this to flow freely through Shripney is a ridiculous and foolish notion."
Consultation materials/ process/ events unhelpful, incomplete or not informative	15	4%	"The maps and flyers do not show the location of the A259 to the south."

Theme	No. of responses	% of respondents	Example / Typical Comments
Suggestion to realign southern link (to the A259 roundabout near Rolls Royce or to the BRRR)	85	25%	"This road should join up with the new Bognor Relief Road at the Rolls Royce roundabout. Why doesn't it?"
Suggestions for alternative routes outside of what is proposed	10	3%	"Divert the road over the level crossing (a bridge?) at Lidsey to ease the congestion problem?"
Suggestion for acoustic or visual screening	6	2%	"Evergreen screening, earth banks and deflected lighting are needed on the north side of the proposed road as it approaches the junction with Fontwell Avenue to protect existing properties in rural Eastergate Lane from noise, light and air pollution."
Suggestion for more footway/cycleway provision	6	2%	"Cycle and foot paths are needed on both sides of the road as the existing, new and commuting population will need these routes."
Better link proposed NMU routes with existing network	5	1%	"Where the realigned A29 hits the old A29 and there are no safe public rights of way, pavements. People will have to use the existing road."
Suggestion for more landscaping	5	1%	"We would like to see trees along the entire route to improve the appearance of the road and mitigate effect on environment."
Suggestion for segregated cycle lanes/ footways	4	1%	"If this road has to be built, please ensure that a separate footpath and cycle path is built along the whole length of it."
Suggestion to link the footways/cycleways	4	1%	"Cycle lanes/ paths could join the existing A259 infrastructure."
Make the road dual-carriageway	4	1%	"The route should be constructed as a dual carriageway road so that it is able to cope with existing levels"

Theme	No. of responses	% of respondents	Example / Typical Comments
			of demand.”
Reduce the maximum speed limit	3	1%	“the speed limit should be reduced in the interests of the safety of residents entering the A29 from their driveways”

n=334 responses (68% of all questionnaire respondents). The above percentages are calculated based on the number of respondents who provided additional comments (excluding those who did not comment).

8. CUSTOM WRITTEN RESPONSES

- 8.1.1. Consultation responses could be submitted as written responses, either as letters or emails. There were 30 such responses received during the consultation, from individuals and people writing on behalf of organisations.
- 8.1.2. Of these responses, 24 (80%) were received from individuals and the remaining 6 (20%) came from organisations.
- 8.1.3. The responses covered a range of themes and suggestions, and were coded using the same process as the open comments in the questionnaire responses to reflect this. An individual or organisation's response could comprise several themes or include numerous suggestions, meaning that multiple codes were allocated to it. Table 6 shows the most common themes identified within the written responses. The percentages are based on the total number of written responses (30) rather than the number of codes allocated, so the sum total of percentages exceeds 100%.
- 8.1.4. Many of the comments discussed how the consultation materials, process or events were unhelpful, incomplete or not informative (13 of 30 the written responses; 43%). Following this, the next most common theme related to comments about the cost or funding of the scheme (11 responses, 37%). Respondents also expressed concerns about air pollution (9, 30%) and the loss of village identity (8, 27%). The same proportion of comments (8, 27% of responses) were not related to the proposed scheme being consulted upon. There were several who commented on the business case (7, 23%) and a similar number took the view that the outcome of scheme has been pre-determined, regardless of consultation feedback.
- 8.1.5. Written responses also detailed a number of suggestions (shown in grey in the table below). In particular, 12 responses (40%) included the suggestion of realigning the south link to the A259 roundabout near Rolls Royce or to the BRRR. There were several suggestions to improve provision for non-motorised users (5 responses, 17%).

Table 6 Most common themes and suggestions in written responses

Theme	No. of responses	% of respondents	Example / Typical Comments
Consultation materials/process/events unhelpful, incomplete or not informative	13	43%	"There is an overall lack of detail contained in the consultation documentation which makes the scope of the consultation limited and flawed."
Concerns about cost or funding of the scheme	11	37%	"We have serious concerns over the funding for the project and the potential liability to West Sussex County Council (WSSCC) should the Scheme proceed as proposed."

Theme	No. of responses	% of respondents	Example / Typical Comments
Concern about air pollution	9	30%	"As the parents of two young children we are deeply concerned about the poor air quality"
General comments opposing the scheme	8	27%	"the A29 Re-alignment must rate as one of the poorest solutions on grounds of, social satisfaction, transport, environment and economics."
Concerns about the loss of village identity/ urbanisation	8	27%	"This A29RR Scheme is going to transform the environment of the six affected villages and massively change culture and lifestyle."
Lack of consultation about the scheme	8	27%	"The communities affected by the new road (and the new housing), namely those people living in Aldingbourne, Barnham, Eastergate, Lidsey, Shripney, Westergate - and notably Bognor Regis - have not been adequately encouraged to take the opportunity to voice their opinions."
Comments unrelated to scheme	8	27%	"Currently typical two bedroom NEW houses in this area START from £275k with average salaries in west Sussex at £30 - £35K even with two people working the deposit will require to be at least £60k. Where is the independent survey defining who these houses are being built for?"
Comments about the Draft Transport Business Case	7	23%	"It is now clear that the Business Case is a 'political' document for the eyes of the LEP quango, not an honest assessment and rationale to convince the public and a Government Inspector that the dual objectives he established can be delivered effectively."

Theme	No. of responses	% of respondents	Example / Typical Comments
Opposed to scheme benefits	7	23%	"Phase 1 will not reduce journey times, traffic congestion, noise or fumes pollution for anyone."
Outcome of scheme has been pre-determined, regardless of consultation feedback	7	23%	"The decision was called in by the Environment, Communities and Fire Select Committee over concerns of making the decision without first having run the public consultation."
Suggestion to realign southern link (to the A259 roundabout near Rolls Royce or to the BRRR)	12	40%	"The Southern end of the route should join at the Rolls Royce roundabout on the A29."
Suggestion to improve non-motorised user provision	5	17%	"Protect and enhance public rights of way and access, including taking opportunities to provide better facilities for users, for example by adding links to existing rights of way networks"
Make the road dual-carriageway	3	10%	"A dual carriageway fully connected to the A27 would make a real contribution to traffic flow."
Suggestions for alternative routes outside of what is proposed	3	10%	"The solution is to construct a new road from the junction of A27 and A 283 at Tangmere where the slip road already exists, merely needing a left hand exit to a new road to the East of Drayton Crossing so linking up with A259"
Build to the west of the existing A29	3	10%	"Members of Public have suggested that the new A29 road could be realigned to West of existing A29 and existing housing."
Improve public transport and facilities	2	7%	"We need to build less road, and concentrate on public transport for our villages."
General suggestion about cycle paths	2	7%	"Cycle paths should be built with sealed surfaces and separate

Theme	No. of responses	% of respondents	Example / Typical Comments
			from pavements.”
Suggestion for segregated cycle lanes and footways	2	7%	“The pedestrian and cycle bridge should have separate demarcation/facilities for people walking and cycling and should be at least 5m wide (wall to wall) to allow a 4m clear path through, preferably wider if it is likely to have high flows of pedestrians.”

n=30 responses

Detailed proposals from equestrian users

- 8.1.6. Two of the written responses were received from stakeholder organisations with an interest on the impact on equestrian users and indicated concerns about the lack of provision for equestrians in the proposals.
- 8.1.7. The British Horse Society (BHS) states that although the scheme is needed, the lack of provision for equestrians in the proposals will put users at risk of a barrier effect from the new road alignment and increased traffic levels. The BHS proposal identifies areas for improvement in the scheme design including areas for bridleway connections, areas for safe equestrian access routes, and detailed suggestions and options for improvements to the network which will benefit all non-motorised users (NMUs). The response adds that a bridleway (or ‘green corridor’), delivered around the fringe of a development can provide a safe link to the wider countryside for present and future residents, and bring benefits for leisure and recreation, health and well-being, tourism, the economy, wildlife and biodiversity.
- 8.1.8. The Arun District Bridleways Group also responded to the consultation, outlining a number of suggested improvements. These include segregated or shared routes for equestrians and NMUs, better connections within the local network, safer access and exit routes, safer crossings and improved facilities along existing and proposed routes. These suggested improvements will be considered by WSCC in developing the next stage of the design.

9. SUMMARY & CONCLUSION

9.1. EFFECTIVENESS OF CONSULTATION

- 9.1.1. The consultation will help WSCC better understand the views of the community about the proposed road realignment scheme. It will also help prioritise the issues and concerns to address in the development of the scheme.
- 9.1.2. In this consultation WSCC received 518 responses made up of 488 questionnaire responses and 30 detailed written responses received by either post or email.
- 9.1.3. The public had various opportunities to engage in person with WSCC project members and transport specialists. There was a total of four public exhibition events which were attended by 958 people.
- 9.1.4. For people unable to attend an event, all consultation materials were made available to download on the WSCC website throughout the consultation period. The questionnaire could also be completed online via the scheme webpage.
- 9.1.5. The consultation was promoted on the scheme webpage www.westsussex.gov.uk/A29Realignment and leaflets announcing the consultation were distributed to businesses and households within the scheme area. Posters were placed in community spaces such as village halls, public libraries, the post office and local supermarkets.
- 9.1.6. Responses to the consultation questionnaire were broadly representative in terms of sex and age, although the 45 and above age group was over represented, and the 16-44 age group underrepresented.

SUMMARY OF KEY FINDINGS

Respondents are concerned about many aspects of the proposed A29 Realignment scheme, in particular:

- disruption during construction (90% have some concern or serious concern about the issue)
 - impact on existing residential properties (89%)
 - impact on noise, light or air pollution (87%)
 - impact on landscape and scenery (87%)
 - impact on congestion and journey time (85%)
 - impact on road safety (84%)
 - impact on routes used by people walking, cycling and horse riding (82%).
- 9.1.7. When asked to give more detail about local issues and concerns, many respondents took the opportunity to demonstrate objection to the scheme in general, including the proposed housing development. They also raised concerns that the proposed scheme will result in localised increases in traffic and congestion, and that it will impact on the identity of local villages.
- 9.1.8. Though the proposed scheme aims to support the delivery of new homes and employment by providing more reliable connections, there are a number of concerns about potential traffic conflicts on Barnham Road, Fontwell Avenue and Fontwell roundabout (in Phase 1). Respondents have suggested realigning the northern link to the A27 at Fontwell, or moving it

away from Eastergate Lane junction. Other suggestions included the need for greater provision for non-motorised users (pedestrians, cyclists and equestrians), including dedicated and segregated pathways and crossing provision, safer access and exit routes and better connections within the local network. The need for traffic lights at roundabouts in the northern section was also mentioned.

- 9.1.9. With regard to Phase 2, there are a number of concerns about the impact of directing more traffic into Shripney and Lidsey and associated road safety implications. To address this concern, respondents have suggested realigning the proposed southern link to the A259 roundabout near Rolls Royce or to the Bognor Regis Relief Road (BRRR). Other suggestions included the need for greater provision for non-motorised users.
- 9.1.10. A number of respondents made suggestions for acoustic and/or visual screening and landscaping (for both phases).

9.2. NEXT STEPS

The information gathered from public feedback in the A29 Realignment Scheme consultation will be reviewed by WSCC and considered alongside other technical assessment information to develop the next stage of design.

Appendix A

DEMOGRAPHIC ANALYSIS



Q12. Is your sex the same as the one assigned to you at birth?

9.2.1. Figure 18 shows that the majority of respondents (86%) responded with 'yes' to this question. 14% preferred not to disclose their response.

Figure 18 Responses to the question of if sex was the same as assigned at birth.

Response	Total	% of respondents
Yes	402	86%
No	1	0%
Prefer not to say	66	14%

n= 469 responses (96% of respondents). Percentages exclude those who did not tick an answer.*

Q13. What is your ethnic origin?

9.2.2. A total of 463 respondents (95%) provided a response to this question. As shown in Figure 19, a significant proportion of those who responded identified themselves as coming from a white ethnic background (390, 84%). A total of 71 respondents (15%) chose not to disclose their ethnic origin at all.

9.2.3. Figure 20 shows the breakdown of the different ethnic groups in West Sussex which were presented as options to select in the questionnaire. The white ethnic group is overrepresented by respondents to the questionnaire. The ONS* data shows that people with white ethnic backgrounds account for 95% of the population compared to 99.5% of respondents who provided an answer with regard to ethnic origin.

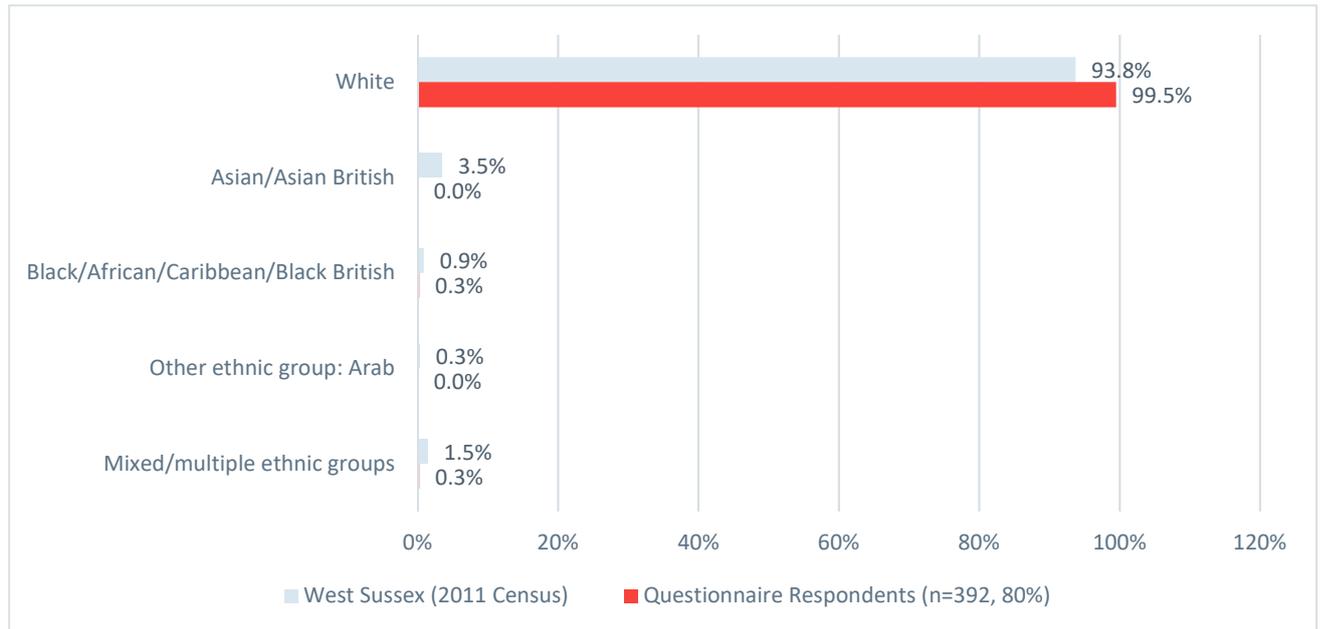
9.2.4. Comparatively, no responses were received which identified respondents as coming from any other ethnic groups. As shown in Figure 20, other ethnic groups were underrepresented. The ONS* data shows that other ethnic groups or mixed ethnic groups account for only 7% of the population.

Figure 19 Ethnic origin of respondents

Ethnic origin	Total	% of respondents
White	390	84%
Asian/Asian British	1	0%
Mixed/Multiple ethnic groups	1	0%
Other ethnic groups	0	0%
Prefer not to say	71	15%

n= 463 responses (95% of respondents)*. Percentages exclude those who did not tick an answer.

Figure 20 Ethnic origin of respondents compared to West Sussex overall



n= 392 responses (80% of respondents)*. Percentages exclude those who ticked 'prefer not to say' or did not tick an answer. 2011 Census data extracted from Table KS201EW.

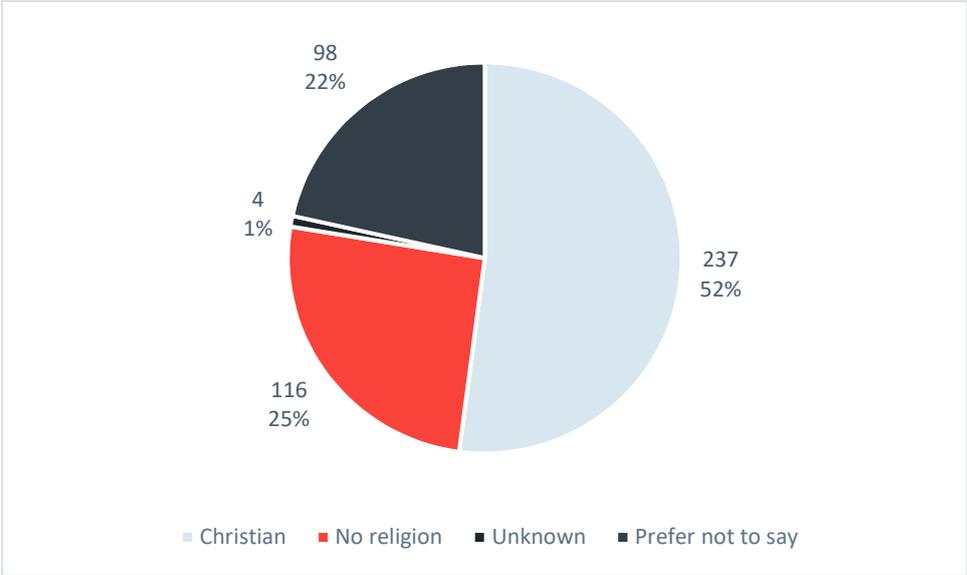
If you selected 'other' please specify

- 9.2.5. Respondents were provided with the opportunity to add additional comments, regardless of their answer to the initial part of the question, and 12 respondents chose to do so.
- 9.2.6. Two of these stated their ethnic origin was British, whilst the remaining 10 comments related to the question being irrelevant or unrelated to the consultation.

Q14. What is your religion?

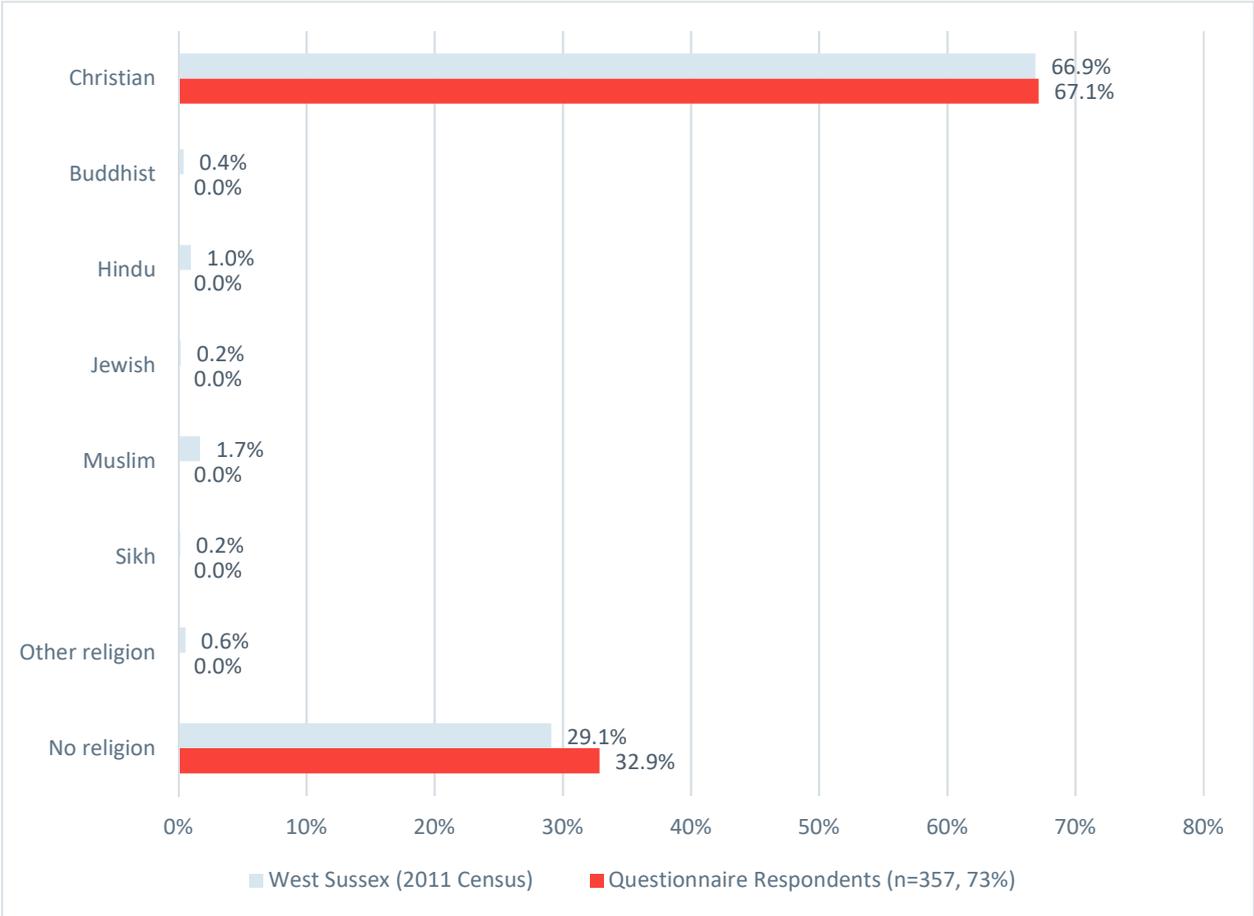
- 9.2.7. A total of 455 respondents (93%) provided a response to this question. As shown in Figure 21, just over half of respondents who answered the question (52%) stated that their religion was Christian, whilst 25% stated that they had no religion.
- 9.2.8. Figure 22 illustrates how these figures compare to West Sussex overall. It shows that a number of religions were underrepresented, without any respondents stating that they were their religion.

Figure 21 Religion of respondents



n= 455 responses (93% of respondents). Percentages exclude those who did not tick an answer.*

Figure 22 Religion of respondents compared to West Sussex overall



n= 353 responses (72% of respondents). Percentages exclude those who ticked 'prefer not to say' or did not tick an answer. 2011 Census data extracted from Table KS209EW⁵.*

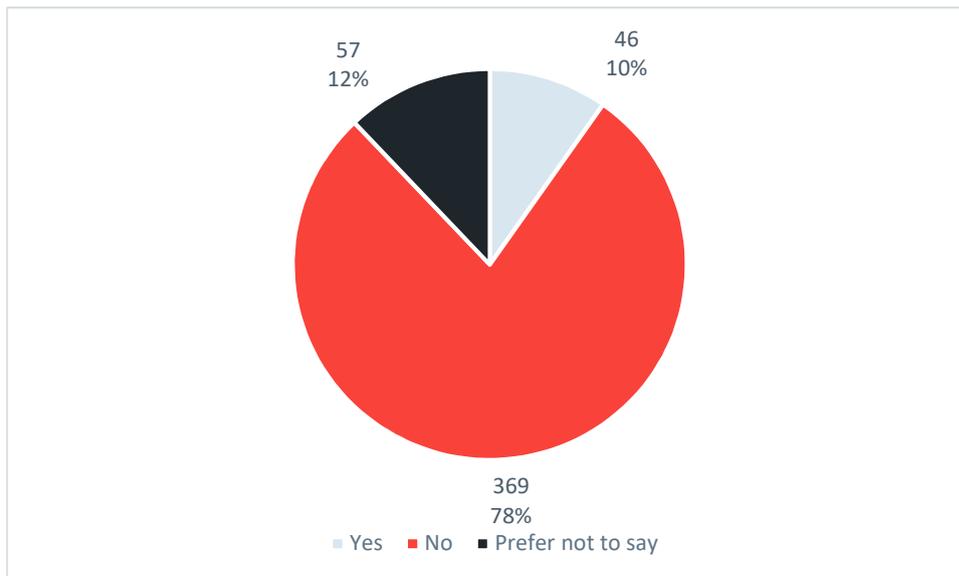
If you selected 'any other religion' please specify

- 9.2.9. Respondents were provided with the opportunity to add additional comments, regardless of their answer to the initial part of the question and 17 respondents chose to do so.
- 9.2.10. 4 individuals each stated their religions were Deist, Jedi, church-attending atheist and Church of England, and another stated they had no religion. The remaining 12 comments related to the question being irrelevant or unrelated to the consultation.

Q15. Do you consider yourself to have a disability?

- 9.2.11. This question was answered by 472 respondents (97%). Figure 23 shows that a majority of these respondents who were prepared to disclose stated that they did not have a disability (78%) and 10% of respondents stated they did have a disability. This is similar to the disclosed disability status for West Sussex overall, shown in Figure 24.

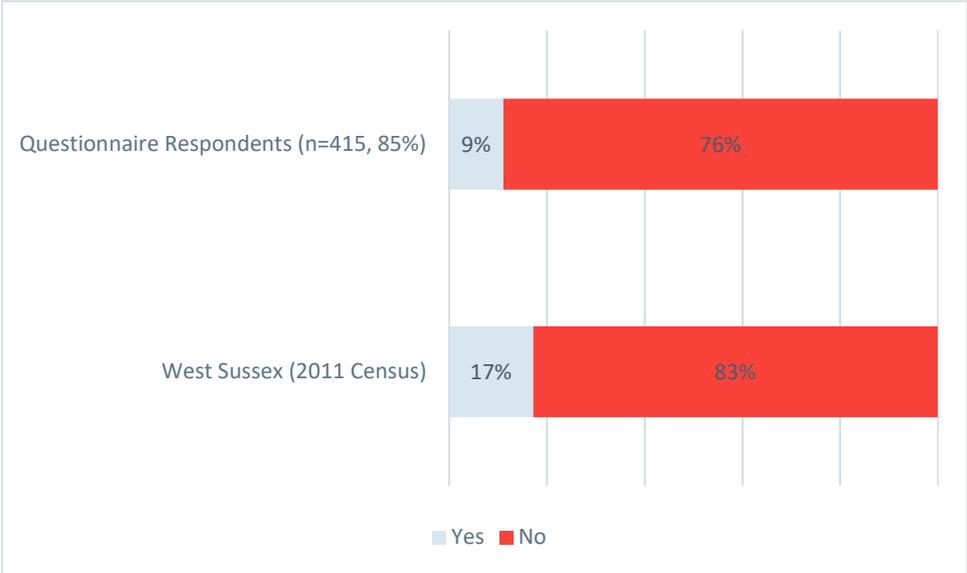
Figure 23 Disclosed disability status of respondents



n=472 responses (97% of all questionnaire respondents). Percentages exclude those who did not tick an answer.

⁵ <https://www.nomisweb.co.uk/>

Figure 24 Disclosed disability status of respondents compared to West Sussex overall



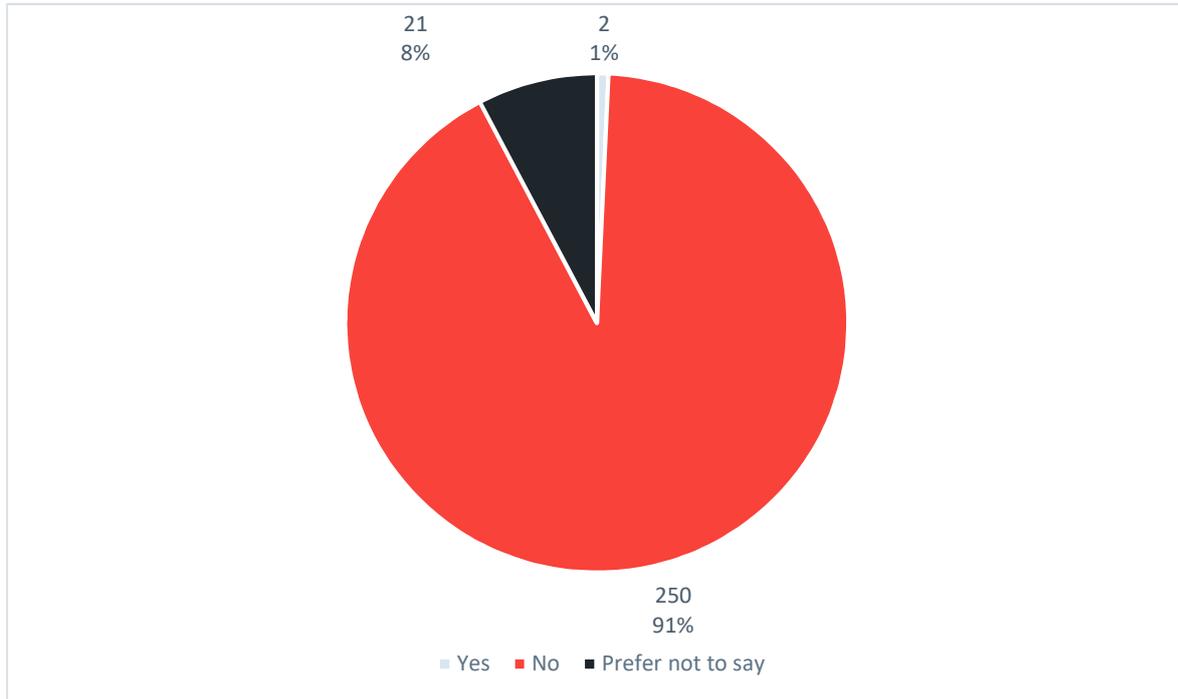
Percentages exclude those who did ticked 'prefer not to say' or did not tick an answer. 2011 Census data extracted from Table WS303EW⁶.

Q17. Are you pregnant or recently given birth (within the last 26 weeks)?

9.2.12. A total of 273 respondents (56% of all respondents) provided an answer to this question. A significant portion of respondents (44%) did not answer this question (it is noted that those who identified as male at Q11 in the online survey were not asked this question). Of those who did provide a response, the majority (91%) stated that they were not pregnant or had recently given birth while only 2 respondents (1%) stated that they were pregnant or had recently given birth. The remaining 8% answered 'prefer not to say'.

⁶ <https://www.nomisweb.co.uk/>

Figure 25 New and expectant mothers



n=273 responses (56% of all questionnaire respondents). Percentages exclude those who ticked 'prefer not to say' or did not tick an answer.

Appendix B

FULL LIST OF CODED THEMES



Appendix B.1

QUESTION 2 FULL LIST OF CODED THEMES



Code	Positive frequent comments	Total
P-SO	Scheme meets the objectives	1
P-SB	Support for scheme benefits	4
P-GS	General support for the scheme	12
P-NS	General support for Phase 1 North section	0
P-SS	General support for Phase 2 South section	0
P-TG	Scheme will reduce expected traffic growth	1
P-WCP	Scheme has adequate provisions for walkers and cyclists	1
P-JGW	Just get on with it	4
P-BRIDGE	Support for the railway bridge over the level crossing	1

Code	Neutral frequent comments	Total
	GENERAL COMMENTS ABOUT SCHEME	
B-ST	Comments about scheme timeline (Phasing)	7
B-NS	Comments about need for the scheme	5
	ENVIRONMENT	
B-FL	Comments about flooding and/ or flood control	6
B-POL	Comments about pollution	0
B-VIS	Comments about visual impacts	1
	COMMUNITY	
B-LS	Comments about scheme impact on local schools	0
B-DIS	Comments about scheme impact on marginalised, vulnerable and/or disabled groups	8
B-PG	Comments about population growth	1
B-PUBS	Comments about capacity of public services (i.e. schools, GP's, health centres)	2

REQUEST FOR MORE INFORMATION		
RQ-PNM	More information needed on proposed noise mitigation	5
RQ-PR	More information needed on why it is the preferred route	5
RQ-DATA	Require more info on traffic data, surveys and reports	8
RQ-EI	Require more info on environmental impacts	5
RQ-SCH	More information needed about impact on schools	1
RQ-GEN	Request for more information - general	5
RQ-BEN	Require more info on scheme benefit	1
RQ-DES	More information needed on design details	3
RQ-TIM	More information needed on scheme timeline	2
RQ-CON	More information needed on consultation materials/ process	4
RQ-BUS	More information needed on proposal to improve bus services & facilities	1
COST		
B-COST	Comments about cost of scheme / funding	6
SAFETY		
B-RS	General comments about road safety	0
B-PS	General comments about pedestrian safety	1
B-CS	General comments about cyclist safety	0
B-HRS	General comments about horse-rider safety	1
OTHER/ COMMENTS NOT RELATED TO PROPOSALS		
DUP	Duplicate response	0
NC	No comment	207
OTH-S	Comments unrelated to the scheme	6
OTH-OSL	Comments mentioning areas outside scheme limits (not included as part of proposal)	14
OTH-WC	Comments about closing Woodgate Crossing	5
OTH-OS	Comments about other schemes (i.e. A27)	6
OTH-OPH	General comments about opposition to new housing developments	0
HOUSING/ PROPERTY		
B-HD	Comments about housing developments/ growth	2
B-COMP	Comments about compensation	1
TRAFFIC		
B-TG	Comments about traffic growth/ congestion	2
B-HGV	Comments about HGVs using roads	3
CONSTRUCTION		
B-RM	Comments about road maintenance	2
NEUTRAL FREQUENT SUGGESTIONS		
SUG-DUAL	Make the road dual-carriageway	3
SUG-PM	Carry out noise and pollution monitoring	1
SUG-AR	Suggestions for alternative routes outside of what is proposed	21
SUG-BUS	Need for improvement to current bus services and bus facilities	2
SUG-PUB	Improve public transport and facilities	6
SUG-HRP	Need for more horse-rider provisions in the proposals	2

SUG-LFC	Link the footways/cycleways	0
SUG-MFC	Need more footway/cycleway provision	1
SUG-SEG	Suggestion for segregated cycle lanes/ footways	0
SUG-PARK	Need for greater parking facilities (close to schools and rail stations)	3
SUG-SLINK	Realign southern link (to the A259 roundabout near Rolls Royce or to the relief road)	30
SUG-WEST	Build to the West of the existing A29	5
SUG-CYC	General suggestion about cycle paths	4
SUG-SCR	Suggestion for acoustic or visual screening	0
SUG-GREEN	More landscaping	1
SUG-NMF	Extend noise mitigation feature/ green corridor	2
SUG-SL	Reduce the maximum speed limit	0
SUG-ISL	Increase speed limit	0
SUG-TFM	Suggestion about speeding limits and other traffic control measures	1
SUG-NLINK	Realign northern link to the A27 at Fontwell/ move link away from Eastergate Ln Jnt	1
SUG-LIGHT	Include more street lighting	0
SUG-GREEN	More landscaping	1

Code	Negative frequent comments	Total
GENERAL OPPOSED ABOUT SCHEME/DESIGN		
N-OS	General comments opposing the scheme	47
N-SB	Opposed scheme benefits	10
N-SO	Scheme does not meet the objectives	20
PROPERTY/ HOUSING		
N-SALE	Concerns about impact on property value and sale of property	7
N-LAND	Concerns about landtake of properties along scheme alignment	1
N-FARM	Destruction of farmland	14
N-COMP	Concerns about property compensation	3
N-HACC	Purpose of the scheme is to enable access to housing developments only	27
N-SECUR	Concerns about security of property	2
N-DEV1	General concern about housing / development (amount of)	17
ENVIRONMENT		
N-APOLL	Scheme will increase air pollution	25
N-NPOLL	Scheme will increase noise pollution	27
N-LPOLL	Scheme will increase light pollution	0
N-CONSV	The scheme will destroy the local historic and environmental conservation areas	3
N-VIS	Concerns about visual impacts	1
N-FL	Scheme will increase risk of flooding	12
N-ENV	Concerns about impact of scheme on environment, landscape and scenery	30
N-HAB	Concerns about impacts to local habitat	11
DESIGN		
N-NI	The noise mitigation feature will not reduce noise impacts	2

N-FA	Lack of improvements proposed for Fontwell Avenue	2
N-FR	Lack of improvements proposed for Fontwell Roundabout	5
N-RNDB	Proposed roundabout will create more congestion points (Too many roundabouts proposed)	20
N-SLINK	Concerns about proposed southern link	11
N-OSLINK	Opposed about proposed southern link / bypass Shripney	22
N-PROP	Concerns about proximity of alignment to residential properties (Too close to properties)	8
N-NLINK	Concerns about proposed northern link	3
N-ONLINK	Opposed about proposed northern link	0
N-CWIDE	Concerns about current width of the road	0
N-PWIDE	Concerns about proposed width of the road	0
TRAFFIC/ RAT RUNNING		
N-TG	Concerns about traffic growth/ congestion in the area	43
N-TLR	Scheme will shift traffic onto local roads	12
N-PTG	Concerns about population and traffic growth	0
N-TS/L	Scheme about traffic in Shripney and Lidsey	25
N-THP	Scheme will not relieve traffic caused by housing /population growth	21
N-TB/FR	Scheme will create traffic conflict on Barnham Road/ Fontwell Ave/ Fontwell roundabout	28
N-HGV	Scheme will not reduce amount of HGVs	4
N-RR	Scheme will cause rat-running	3
N-TFRNDB	Concerns about increased traffic at Fontwell Roundabout/ Fontwell Ave	0
N-TBR	Concerns about increased traffic at Barnham Road	0
NMU PROVISIONS/ PROW		
N-HRP	Lack of bridleways/ horse-rider provisions in proposals	6
N-CP	Lack of cycling provisions in proposals	5
N-WP	Lack of walking provisions in proposals	5
N-CNMU	Concerns about closure of existing NMU provisions	1
SAFETY - GENERAL		
N-SAFE	Concerns about road safety generally	13
N-PSAF	Concerns about pedestrian safety generally	10
N-CSAF	Concerns about cyclist safety generally	6
N-HRSAF	Concerns about horse-rider safety generally	2
N-RS	Crossing the road will become more difficult/dangerous	6
N-ACC	Concerns about exiting driveways/ turning into main road	1
N-CCROSS	Concerns about current crossings	1
N-PCROSS	Concerns about proposed crossings	4
N-CSPEED	Concerns about current speeding in villages	3
N-PSPEED	Concerns about speeding in villages once scheme is constructed	6
Safety in Shripney/Lidsey		
N-SAFES/L	Concerns about road safety issues in Shripney/ Lidsey	24
N-ACCS/L	Exiting driveways/turning into main road at Shripney and Lidsey will be more difficult/dangerous	6

N-SPED	Concerns about pedestrian safety in Shripney/ Lidsey	3
N-SCYC	Concerns about cyclist safety in Shripney/ Lidsey	3
COMMUNITY IMPACTS		
N-URB	Loss of village identity / urbanisation	33
N-INT	Scheme does not integrate new developments with existing villages	2
N-SERV	Concerns about lack of public services and facilities to accommodate growth	19
N-JOB	Concerns about lack of jobs to sustain new population	4
N-LS	Concerns about scheme impact on local schools	5
N-LF	Concerns about scheme impact on lifestyle of existing residents	6
PUBLIC TRANSPORT		
N-BUS	Lack of public transport and facilities in proposals	4
CONSULTATION		
N-CONS	Lack of consultation about the scheme	21
N-INFORM	Consultation materials/ process/ events unhelpful, incomplete or not informative	21
N-INCL	Consultation materials/ events were not inclusive (i.e. limited distribution zone, event locations and times)	7
N-OUT	Outcome of scheme has been pre-determined, regardless of consultation feedback	8
CONSTRUCTION		
N-TIME	Scheme timeline is flawed	6
N-CON	Impacts during construction/ disruption	8
N-DEV	Road should be built before the proposed housing developments	4
COST		
N-COST	Not cost effective/ waste of money	15

Appendix B.2

QUESTION 3 FULL LIST OF CODED THEMES



Code	Positive frequent comments	Total
P-SO	Scheme meets the objectives	0
P-SB	Support for scheme benefits	2
P-GS	General support for the scheme	1
P-NS	General support for Phase 1 North section	1
P-SS	General support for Phase 2 South section	0
P-TG	Scheme will reduce expected traffic growth	0
P-WCP	Scheme has adequate provisions for walkers and cyclists	0
P-JGW	Just get on with it	1
P-BRIDGE	Support for the railway bridge over the level crossing	0

Code	Neutral frequent comments	Total
	GENERAL COMMENTS ABOUT SCHEME	
B-ST	Comments about scheme timeline (Phasing)	6
B-NS	Comments about need for the scheme	4
	ENVIRONMENT	
B-FL	Comments about flooding and/ or flood control	7
B-POL	Comments about pollution	9
B-VIS	Comments about visual impacts	0
	COMMUNITY	
B-LS	Comments about scheme impact on local schools	0
B-DIS	Comments about scheme impact on marginalised, vulnerable and/or disabled groups	3
B-PG	Comments about population growth	0
B-PUBS	Comments about capacity of public services (i.e. schools, GP's, health centres)	21
	REQUEST FOR MORE INFORMATION	

RQ-PNM	More information needed on proposed noise mitigation	2
RQ-PR	More information needed on why it is the preferred route	3
RQ-DATA	Require more info on traffic data, surveys and reports	2
RQ-EI	Require more info on environmental impacts	1
RQ-SCH	More information needed about impact on schools	0
RQ-GEN	Request for more information - general	0
RQ-BEN	Require more info on scheme benefit	0
RQ-DES	More information needed on design details	3
RQ-TIM	More information needed on scheme timeline	0
RQ-CON	More information needed on consultation materials/ process	0
RQ-BUS	More information needed on proposal to improve bus services & facilities	0
COST		
B-COST	Comments about cost of scheme / funding	3
SAFETY		
B-RS	General comments about road safety	1
B-PS	General comments about pedestrian safety	0
B-CS	General comments about cyclist safety	0
B-HRS	General comments about horse-rider safety	0
OTHER/ COMMENTS NOT RELATED TO PROPOSALS		
DUP	Duplicate response	2
NC	No comment	110
OTH-S	Comments unrelated to the scheme	15
OTH-OSL	Comments mentioning areas outside scheme limits (not included as part of proposal)	34
OTH-WC	Comments about closing Woodgate Crossing	16
OTH-OS	Comments about other schemes (i.e. A27)	12
OTH-OPH	General comments about opposition to new housing developments	0
HOUSING/ PROPERTY		
B-HD	Comments about housing developments/ growth	3
B-COMP	Comments about compensation	0
TRAFFIC		
B-TG	Comments about traffic growth/ congestion	14
B-HGV	Comments about HGVs using roads	4
CONSTRUCTION		
B-RM	Comments about road maintenance	4
NEUTRAL FREQUENT SUGGESTIONS		
SUG-DUAL	Make the road dual-carriageway	2
SUG-PM	Carry out noise and pollution monitoring	2
SUG-AR	Suggestions for alternative routes outside of what is proposed	16
SUG-BUS	Need for improvement to current bus services and bus facilities	2
SUG-PUB	Improve public transport and facilities	5
SUG-HRP	Need for more horse-rider provisions in the proposals	10
SUG-LFC	Link the footways/cycleways	2
SUG-MFC	Need more footway/cycleway provision	5

SUG-SEG	Suggestion for segregated cycle lanes/ footways	1
SUG-PARK	Need for greater parking facilities (close to schools and rail stations)	5
SUG-SLINK	Realign southern link (to the A259 roundabout near Rolls Royce or to the relief road)	36
SUG-WEST	Build to the West of the existing A29	1
SUG-CYC	General suggestion about cycle paths	4
SUG-SCR	Suggestion for acoustic or visual screening	2
SUG-GREEN	More landscaping	1
SUG-NMF	Extend noise mitigation feature/ green corridor	0
SUG-SL	Reduce the maximum speed limit	0
SUG-ISL	Increase speed limit	0
SUG-TFM	Suggestion about speeding limits and other traffic control measures	3
SUG-NLINK	Realign northern link to the A27 at Fontwell/ move link away from Eastergate Ln Jnct	2
SUG-LIGHT	Include more street lighting	1
SUG-GREEN	More landscaping	1

Code	Negative frequent comments	Total
GENERAL OPPOSED ABOUT SCHEME/DESIGN		
N-OS	General comments opposing the scheme	30
N-SB	Opposed scheme benefits	13
N-SO	Scheme does not meet the objectives	10
PROPERTY/ HOUSING		
N-SALE	Concerns about impact on property value and sale of property	6
N-LAND	Concerns about landtake of properties along scheme alignment	0
N-FARM	Destruction of farmland	14
N-COMP	Concerns about property compensation	1
N-HACC	Purpose of the scheme is to enable access to housing developments only	15
N-SECUR	Concerns about security of property	0
N-DEV1	General concern about housing / development (amount of)	19
ENVIRONMENT		
N-APOLL	Scheme will increase air pollution	28
N-NPOLL	Scheme will increase noise pollution	25
N-LPOLL	Scheme will increase light pollution	0
N-CONSV	The scheme will destroy the local historic and environmental conservation areas	6
N-VIS	Concerns about visual impacts	4
N-FL	Scheme will increase risk of flooding	31
N-ENV	Concerns about impact of scheme on environment, landscape and scenery	33
N-HAB	Concerns about impacts to local habitat	13
DESIGN		
N-NI	The noise mitigation feature will not reduce noise impacts	0
N-FA	Lack of improvements proposed for Fontwell Avenue	4
N-FR	Lack of improvements proposed for Fontwell Roundabout	6
N-RNDB	Proposed roundabout will create more congestion points (Too many roundabouts proposed)	15

N-SLINK	Concerns about proposed southern link	4
N-OSLINK	Opposed about proposed southern link / bypass Shripney	3
N-PROP	Concerns about proximity of alignment to residential properties (Too close to properties)	7
N-NLINK	Concerns about proposed northern link	3
N-ONLINK	Opposed about proposed northern link	0
N-CWIDE	Concerns about current width of the road	0
N-PWIDE	Concerns about proposed width of the road	0
TRAFFIC/ RAT RUNNING		
N-TG	Concerns about traffic growth/ congestion in the area	35
N-TLR	Scheme will shift traffic onto local roads	11
N-PTG	Concerns about population and traffic growth	0
N-TS/L	Scheme about traffic in Shripney and Lidsey	9
N-THP	Scheme will not relieve traffic caused by housing /population growth	7
N-TB/FR	Scheme will create traffic conflict on Barnham Road/ Fontwell Ave/ Fontwell roundabout	16
N-HGV	Scheme will not reduce amount of HGVs	2
N-RR	Scheme will cause rat-running	4
N-TFRNDB	Concerns about increased traffic at Fontwell Roundabout/ Fontwell Ave	0
N-TBR	Concerns about increased traffic at Barnham Road	0
NMU PROVISIONS/ PROW		
N-HRP	Lack of bridleways/ horse-rider provisions in proposals	9
N-CP	Lack of cycling provisions in proposals	1
N-WP	Lack of walking provisions in proposals	1
N-CNMU	Concerns about closure of existing NMU provisions	1
SAFETY - GENERAL		
N-SAFE	Concerns about road safety generally	19
N-PSAF	Concerns about pedestrian safety generally	15
N-CSAF	Concerns about cyclist safety generally	10
N-HRSAF	Concerns about horse-rider safety generally	7
N-RS	Crossing the road will become more difficult/dangerous	5
N-ACC	Concerns about exiting driveways/ turning into main road	8
N-CCROSS	Concerns about current crossings	0
N-PCROSS	Concerns about proposed crossings	3
N-CSPEED	Concerns about current speeding in villages	6
N-PSPEED	Concerns about speeding in villages once scheme is constructed	4
Safety in Shripney/Lidsey		
N-SAFES/L	Concerns about road safety issues in Shripney/ Lidsey	29
N-ACCS/L	Exiting driveways/turning into main road at Shripney and Lidsey will be more difficult/dangerous	14
N-SPED	Concerns about pedestrian safety in Shripney/ Lidsey	6
N-SCYC	Concerns about cyclist safety in Shripney/ Lidsey	4
COMMUNITY IMPACTS		
N-URB	Loss of village identity / urbanisation	25

N-INT	Scheme does not integrate new developments with existing villages	2
N-SERV	Concerns about lack of public services and facilities to accommodate growth	15
N-JOB	Concerns about lack of jobs to sustain new population	4
N-LS	Concerns about scheme impact on local schools	1
N-LF	Concerns about scheme impact on lifestyle of existing residents	16
PUBLIC TRANSPORT		
N-BUS	Lack of public transport and facilities in proposals	3
CONSULTATION		
N-CONS	Lack of consultation about the scheme	7
N-INFORM	Consultation materials/ process/ events unhelpful, incomplete or not informative	18
N-INCL	Consultation materials/ events were not inclusive (i.e. limited distribution zone, event locations and times)	2
N-OUT	Outcome of scheme has been pre-determined, regardless of consultation feedback	13
CONSTRUCTION		
N-TIME	Scheme timeline is flawed	2
N-CON	Impacts during construction/ disruption	14
N-DEV	Road should be built before the proposed housing developments	3
COST		
N-COST	Not cost effective/ waste of money	7

Appendix B.3

QUESTION 6 FULL LIST OF CODED THEMES



Code	Positive frequent comments	Total
	GENERAL SUPPORTIVE	
P-NS	General support for Phase 1 North	32
P-SB	Support for scheme benefits	2
P-TG	Scheme will reduce expected traffic growth	3
P-JGW	Just get on with it	1

Code	Neutral frequent comments	Total
	GENERAL NEUTRAL ABOUT SCHEME/DESIGN	
B-NS	Comments about need for the scheme	4
B-GD	General comments about design of the scheme	26
B-ST	Comments about scheme timeline (Phasing)	8
	ENVIRONMENT	
B-FL	Comments about flooding and/ or flood control	5
B-VIS	Comments about visual impacts	0
	COMMUNITY	
B-PUBS	Comments about capacity of public services (i.e. schools, GP's, health centres)	2
B-DIS	Comments about scheme impact on marginalised, vulnerable and/or disabled groups	2
	TRAFFIC	
B-HGV	Comments about HGVs using roads	1
	CONSTRUCTION	
B-RM	Comments about road maintenance	2
	COST/ FUNDING	
B-COST	Comments about cost of the scheme	7
	MORE INFORMATION	



RQ-PNM	More information needed on proposed noise mitigation	6
RQ-DES	More information about design details	13
RQ-DATA	Require more info on traffic data, surveys and reports	2
RQ-EI	Require more info on environmental impacts	1
RQ-SCH	More information needed about impact on schools	2
RQ-GEN	Request for more information - general	6
RQ-BUS	More information needed on proposal to improve bus services & facilities	0
SAFETY		
B-RS	General comments about road safety	1
B-PS	General comments about pedestrian safety	7
B-CS	General comments about cyclist safety	5
B-HRS	General comments about horse-rider safety	0
OTHER/ COMMENTS UNRELATED TO SCHEME OR NORTHERN DESIGN		
OTH-S	Comments unrelated to the scheme	14
OTH-OSL	Comments mentioning areas outside scheme limits (not included as part of proposal)	9
OTH-OS	Comments about connectivity to other roads/ areas e.g. A27	6
N-SLINK	Concerns about proposed southern link	17
N-OSLINK	Opposed to southern link / bypass Shripney	5
SUG-SLINK	Realign southern link (to the A259 roundabout near Rolls Royce or to the relief road)	10
NEUTRAL FREQUENT SUGGESTIONS		
SUG-WFA	Widen/extend Fontwell Avenue	3
SUG-SCR	Suggestion for acoustic or visual screening	25
SUG-TL	Suggestion to install traffic lights	11
SUG-NLINK	Realign northern link to the A27 at Fontwell/ move link away from Eastergate Ln Jnct	25
SUG-SL	Reduce the maximum speed limit	0
SUG-RNDB	Reduce the amount of roundabouts proposed	2
SUG-CYCNS	General suggestion about cycle ways in northern section	9
SUG-SEG	Suggestion for segregated cycle lanes/ footways	1
SUG-CRNS	Suggestion for more/ better crossings along the proposed northern route	12
SUG-LINKNMU	Better link proposed NMU routes with existing network	9
SUG-HRP	Need for more horse-rider provisions in the proposals	4
SUG-BANK	Move road to the other side of bank	2
SUG-LIGHT	Include more street lighting	3
SUG-TFM	Suggestion about speeding limits and other traffic control measures	5
SUG-AR	Suggestions for alternative routes outside of what is proposed	13
SUG-DUAL	Make the road dual-carriageway	5
SUG-NMF	Extend noise mitigation feature/ green corridor	2

Code	Negative frequent comments	Total
GENERAL OPPOSED ABOUT THE DESIGN OF NORTH SECTION		
N-NS	General comments opposing the northern section	27

N-DB	Opposed to design benefits	38
N-SO	Design does not meet the objectives	22
N-HACC	Purpose of the design is to enable access to housing developments only	18
N-LNS	Opposed to the location of the northern section	16
PROPERTY/HOUSING		
N-FARM	Destruction of farmland	3
N-LAND	Concerns about landtake of properties along scheme alignment	9
N-SALE	Concerns about impact on property value and sale of property	8
N-SECUR	Concerns about security of property	2
N-COMP	Concerns about property compensation	6
ENVIRONMENT		
N-CONSV	The scheme will destroy the local conservation areas	3
N-FL	Concerns that scheme will increase risk of flooding	11
N-APOLL	Scheme will increase air pollution	33
N-NPOLL	Scheme will increase noise pollution	29
N-ENV	Concerns about impact of scheme on environment, landscape and scenery	18
N-HAB	Concerns about impacts to local habitat	8
N-VIS	Concerns about visual impacts	8
N-LIGHT	Concerns about too much street lighting	8
DESIGN		
N-NI	The noise mitigation feature will not reduce noise impacts	7
N-PROP	Concerns about proximity of alignment to residential properties (Too close to properties)	27
N-EAST	Concerns that northern link is too close to Eastergate Lane junction	3
N-FR	Lack of improvements proposed for Fontwell Roundabout and Barnham Road	7
N-WIDE	Concerns about width of the road	7
N-RNDB	Proposed roundabout will create more congestion points (Too many roundabouts proposed)	31
N-NLINK	Concerns about proposed northern link	15
N-ONLINK	Opposed about proposed northern link	20
N-RSL	Concerns about design of roundabout	10
TRAFFIC		
N-THP	Scheme will not relieve traffic caused by housing /population growth	25
N-TLR	Scheme will shift traffic onto local roads	6
N-TFRNDB	Concerns about increased traffic at Fontwell Roundabout/ Fontwell Ave	22
N-TBR	Concerns about increased traffic at Barnham Road	20
N-NSTG	Northern section will cause more traffic growth/ congestion generally	40
N-RR	Scheme will cause rat-running	3
NMU PROVISIONS/ PROW		
N-HRP	Lack of bridleways/ horse-rider provisions in proposals	14
N-CP	Lack of cycling provisions in proposals	4
N-WP	Lack of walking provisions in proposals	5
SAFETY		

N-ACCS/B	Concerns about exiting driveways/turning into main road at Barnham/ Fontwell	9
N-PLN	Proposed lanes are too narrow/ inadequate for HGV's	0
N-SAFE	Concerns about road safety generally	10
N-PSAF	Concerns about pedestrian safety generally	7
N-CSAF	Concerns about cyclist safety generally	0
N-HRSFAF	Concerns about horse-rider safety generally	1
N-RS	Crossing the road will become more difficult/dangerous	3
COST/ FUNDING		
N-COST	Not cost effective/ waste of money	11
COMMUNITY IMPACTS		
N-URB	Loss of village identity / urbanisation	17
N-LF	Concerns about scheme impact on lifestyle of existing residents	20
N-SERV	Concerns about lack of public services and facilities to accommodate growth	10
N-LS	Concerns about scheme impact on local schools	2
N-JOB	Concerns about lack of jobs to sustain new population	1
CONSULTATION		
N-CONS	Lack of consultation about the scheme	8
N-OUT	Outcome of scheme has been pre-determined, regardless of consultation feedback	2
N-INCL	Consultation materials/ events were not inclusive (i.e. limited distribution zone, event locations and times)	5
N-INFORM	Consultation materials/ process/ events unhelpful, incomplete or not informative	16
CONSTRUCTION		
N-CON	Impacts during construction/ disruption	15
N-DEV	Road should be built before the proposed housing developments	3
N-TIME	Scheme timeline is flawed	13

Appendix B.4

QUESTION 7 FULL LIST OF CODED THEMES



Code	Positive frequent comments	Total
	GENERAL SUPPORTIVE	
P-SS	General support for Phase 2 South	12
P-SB	Support for scheme benefits	3
P-JGW	Just get on with it	7
P-BRIDGE	Support for the railway bridge over the level crossing	8
P-TG	Scheme will reduce expected traffic growth	0
NC	No Comment	154

Code	Neutral frequent comments	Total
	GENERAL NEUTRAL ABOUT SCHEME/DESIGN	
B-NS	Comments about need for the scheme	4
B-ST	Comments about scheme timeline (Phasing)	11
B-ROUTE	General comments about route	2
B-GD	General comments about design of the scheme	1
	ENVIRONMENT	
B-FL	Comments about flooding and/ or flood control	9
	HOUSING/PROPERTY	
B-HD	Comments about housing developments/ growth	1
	COMMUNITY	
B-PUBS	Comments about capacity of public services (i.e. schools, GP's, health centres)	0
	TRAFFIC	
B-HGV	Comments about HGVs using roads	0
	COST/ FUNDING	

B-COST	Comments about cost of the scheme / funding	12
MORE INFORMATION		
RQ-DES	More information needed on design details	6
RQ-BUS	More information needed on proposal to improve bus services & facilities	0
SAFETY		
B-PS	General comments about pedestrian safety	1
OTHER/ COMMENTS UNRELATED TO SCHEME OR SOUTHERN DESIGN		
OTH-S	Comments unrelated to the scheme	18
OTH-OSL	Comments mentioning areas outside scheme limits (not included as part of proposal)	13
OTH-OS	Comments about connectivity to other roads/ areas e.g. A27	1
DUP	Duplicate response	4
OTH-WC	Comments about closing Woodgate Crossing	4
N-TFRNDB	Concerns about increased traffic at Fontwell Roundabout	0
N-TBR	Concerns about increased traffic at Barnham Road	1
NEUTRAL FREQUENT SUGGESTIONS		
SUG-SCR	Suggestion for acoustic or visual screening	6
SUG-TL	Suggestion to install traffic lights	1
SUG-SL	Reduce the maximum speed limit	3
SUG-ISL	Increase speed limit	1
SUG-RNDB	Reduce the amount of roundabouts proposed	0
SUG-SEG	Suggestion for segregated cycle lanes/ footways	4
SUG-LINKNMU	Better link proposed NMU routes with existing network	5
SUG-LFC	Link the footways/cycleways	4
SUG-MFC	Need more footway/cycleway provision	6
SUG-CRSS	Suggestion for more/ better crossings along the proposed southern route	1
SUG-HRP	Need for more horse-rider provisions in the proposals	1
SUG-SLINK	Realign southern link (to the A259 roundabout near Rolls Royce or to the relief road)	85
SUG-SLINKSB	Realign southern link (to Salt Box)	0
SUG-RM	Suggestions to improve road conditions/improve road maintenance	2
SUG-PM	Carry out noise and pollution monitoring	0
SUG-WIDE	Widen the proposed road at southern section	3
SUG-ALIGN	Bring the alignment closer to the existing A29	1
SUG-PUB	Improve public transport and facilities	3
SUG-AR	Suggestions for alternative routes outside of what is proposed	10
SUG-LIGHT	Include more street lighting	1
SUG-DUAL	Make the road dual-carriageway	4
SUG-GREEN	More landscaping	5
SUG-PARK	Need for greater parking facilities (close to schools and rail stations)	3
SUG-TFM	Suggestion about speeding limits and other traffic control measures	1
SUG-WEST	Build to the West of the existing A29	2

Code	Negative frequent comments	Total
GENERAL OPPOSED ABOUT THE DESIGN OF NORTH SECTION		
N-SS	General comments opposing the southern section	45
N-DB	Opposed to design benefits	8
N-SO	Design does not meet the objectives	6
N-HACC	Purpose of the design is to enable access to housing developments only	12
PROPERTY/HOUSING		
N-FARM	Destruction of farmland	13
N-DEV1	General concern about housing / development (amount of)	18
ENVIRONMENT		
N-CONSV	The scheme will destroy the local conservation areas	7
N-FL	Concerns that scheme will increase risk of flooding / general concerns about flood risk	34
N-APOLL	Scheme will increase air pollution	6
N-NPOLL	Scheme will increase noise pollution	6
N-LPOLL	Scheme will increase light pollution	2
N-ENV	Concerns about impact of scheme on environment, landscape and scenery	23
N-VIS	Concerns about visual impacts	2
N-HAB	Concerns about impacts to local habitat	3
DESIGN		
N-PROP	Concerns about proximity of alignment to residential properties (Too close to properties)	2
N-CWIDE	Concerns about current width of the road	1
N-PWIDE	Concerns about proposed width of the road	2
N-RNDB	Proposed roundabouts will create more congestion points (Too many roundabouts proposed)	28
N-SLINK	Concerns about proposed southern link	19
N-OSLINK	Opposed to southern link / bypass Shripney	22
N-CP	Lack of cycling provisions in proposals	5
TRAFFIC		
N-THP	Scheme will not relieve traffic caused by housing /population growth	10
N-SSTG	Southern section will cause more traffic growth/ congestion generally	36
N-PTG	Concerns about traffic growth	0
N-TLR	Scheme will shift traffic onto local roads	2
N-TS/L	Scheme about traffic in Shripney and Lidsey	6
N-PSPEED	Concerns about proposed speed limits	2
N-RR	Scheme will cause rat-running	1
NMU PROVISIONS/ PROW		
N-HRP	Lack of bridleways/ horse-rider provisions in proposals	8
N-WP	Lack of walking provisions in proposals	2
N-CNMU	Concerns about closure of existing NMU provisions	3
SAFETY		
N-CSPEED	Concerns about current speeding	0

N-SAFES/L	Concerns about road safety issues in Shripney/ Lidsey	14
N-ACCS/L	Concerns about exiting driveways/turning into main road at Shripney and Lidsey	10
N-SAFE	Concerns about road safety generally	6
N-CSAF	Concerns about cyclist safety generally	4
N-PSAF	Concerns about pedestrian safety generally	1
N-HRSAF	Concerns about horse-rider safety generally	0
N-PCROSS	Concerns about proposed crossings	2
COST/ FUNDING		
N-COST	Not cost effective/ waste of money	11
COMMUNITY IMPACTS		
N-URB	Loss of village identity / urbanisation	9
N-SERV	Concerns about lack of public services, infrastructure and facilities to accommodate growth	7
N-LF	Concerns about scheme impact on lifestyle of existing residents	8
N-JOB	Concerns about lack of jobs to sustain new population	3
N-LS	Concerns about scheme impact on local schools	0
CONSULTATION		
N-CONS	Lack of consultation about the scheme	6
N-OUT	Outcome of scheme has been pre-determined, regardless of consultation feedback	3
N-INFORM	Consultation materials/ process/ events unhelpful, incomplete or not informative	15
CONSTRUCTION		
N-CI	Concerns about construction impacts (air, noise, closures, public transport disruptions)	2
N-DEV	Road should be built before the proposed housing developments	8
N-TIME	Scheme timeline is flawed	3
N-CON	Impacts during construction/ disruption	1
PUBLIC TRANSPORT		
N-BUS	Lack of public transport and facilities in proposals	2

Appendix C

CONSULTATION DOCUMENTS

wsp

Appendix C.1

**A29 REALIGNMENT SCHEME 2019
BROCHURE**





A29 Realignment Scheme

The A29 Realignment is a much needed major road scheme which will provide access to jobs, business space, new homes and improved journey time reliability.

This exhibition presents the proposed scheme which will create better connections into Bognor Regis.

This brochure provide a summary of the recommended improvements and include drawings of the proposed road layout.

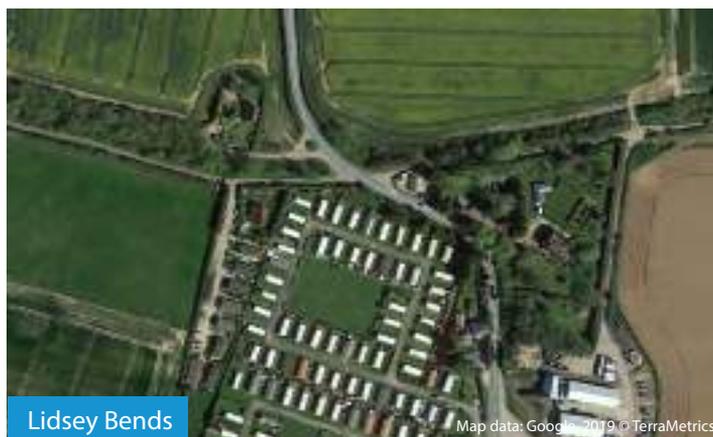
We are keen to hear what you think about the proposals. Please provide your comments by completing a questionnaire or filling one in online.

If you have any questions or would like further information please speak to a member of the team.



Woodgate Level Crossing

Map data: © 2019 Google. Image capture: August 2016



Lidsey Bends

Map data: Google, 2019 © TerraMetrics



War Memorial Roundabout

Map data: © 2019 Google. Image capture: August 2016

Alternative Formats

If you require this information in an alternative format, please contact us on **+44 (0)1243 642105** or via email on **A29Realignment@westsussex.gov.uk** If you are deaf or hard of hearing and have an NGT texting app installed on your computer, laptop or smartphone you can contact us on **18001 01243 777100**.



Background

The scheme is an important part of the aims for Arun District, as outlined in the West Sussex Transport Plan. The Coast to Capital Local Enterprise Partnership also shares this vision in its Strategic Economic Plan.

The existing A29 currently experiences traffic congestion during peak periods, especially at the Woodgate level crossing. This has led to unreliable journey times and queuing vehicles, affecting air quality.

The Arun Local Plan has identified that the Barnham, Eastergate and Westergate areas would require additional infrastructure to support planned local development.

Previous work

In March 2018, West Sussex County Council appointed consultants WSP to review the three indicative route options presented in the A29 Realignment Feasibility Study (2014) and earlier studies. The review has included:

- Meeting with statutory stakeholders including Network Rail, Highways England, Historic England, Sussex Police, Natural England, Arun District Council, Chichester District Council and the Environment Agency to discuss the scheme risks and opportunities.

- Identifying the advantages and disadvantages of the three indicative route options.
- Preparing a high level qualitative assessment (called an Appraisal Summary Table) for each of the three indicative route options to summarise the findings from the previous studies and stakeholder feedback.

The review concluded that the route now published for consultation would meet the objectives of statutory stakeholders and provide the best balance between the advantages and disadvantages.

This is principally because it avoids introducing traffic north of Lidsey bends, where there are road safety concerns and avoids the need for an additional crossing over the watercourse. It also provides access to land in the southern section of the strategic site allocation that has potential for development.

The appraisal found that this route is:

- Likely to be beneficial to the economy.
- Likely to have a neutral impact on the environment but a beneficial impact on air quality.
- Likely to have a beneficial social impact.

Proposed Scheme

The A29 Realignment will deliver a new 4.34km road to the east of Eastergate, Westergate and Woodgate villages.

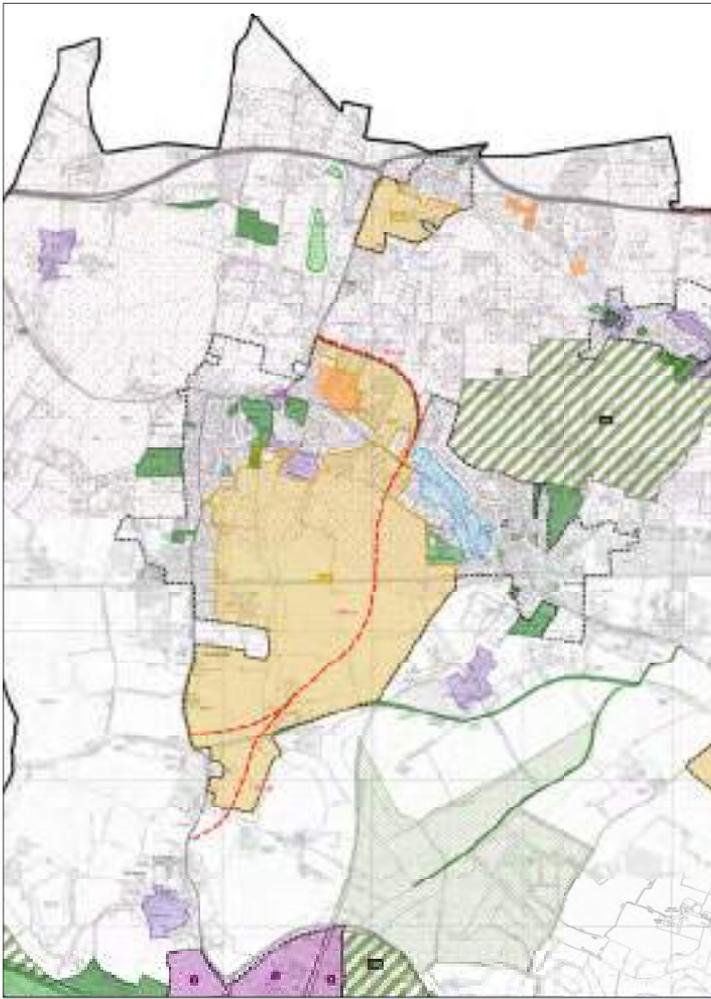
The new road is planned to start from the existing A29 Fontwell Avenue north of Eastergate to the existing A29 Lidsey Road, north of Shripney. The proposed road will help to provide a more reliable connection to Bognor Regis and reduce traffic along the section of the existing A29 that is proposed to be bypassed, especially at the Woodgate level crossing and the War Memorial junction.

This will improve people's journeys by reducing journey times and help provide safer journeys for all road users, including pedestrians and cyclists.

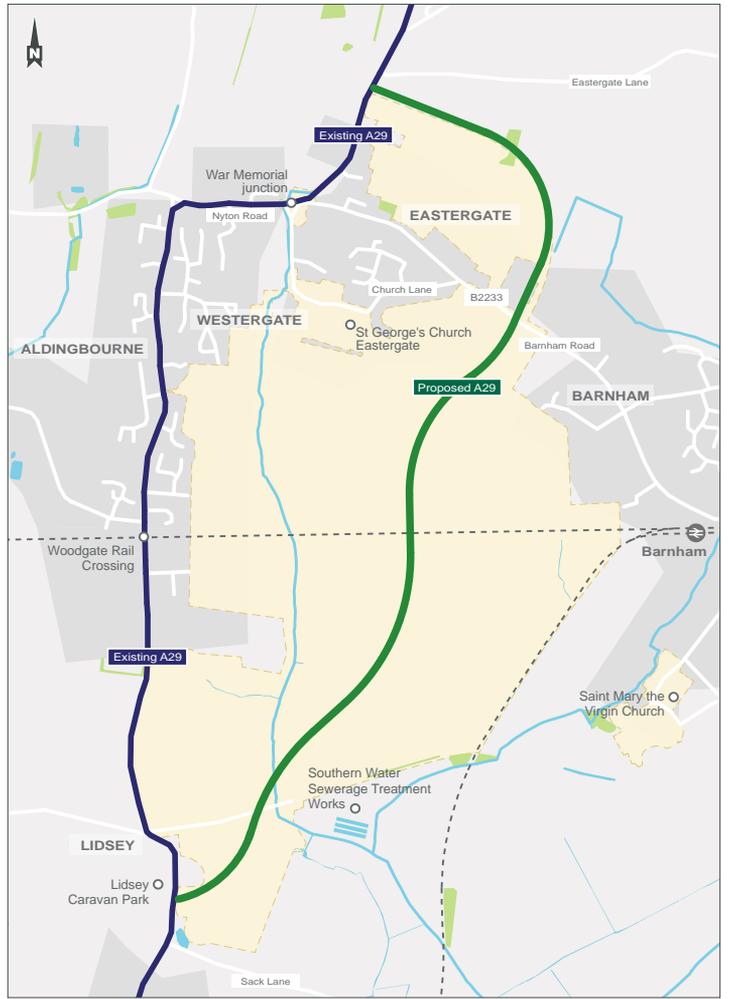
The new road will enable access to land that is allocated for development in the adopted Arun Local Plan thereby providing access to new jobs and new homes in Arun District.

The plans include:

- New single carriageway road (in each direction), with a combined cycleway/footway along its entire length.
- Potential planting of trees in verges between the carriageway and combined cycleway/footway.
- Construction of a new railway bridge over the existing West Coastway railway line with provision for cycling and walking routes parallel to the railway line on both sides.
- Construction of a foot and cycle bridge to support the local school cycling and walking routes.
- Links to Public Rights of Way and provision to support future green infrastructure investment via the Arun Local Plan.
- Provision of pedestrian crossing points at junctions.



Arun Local Plan 2011-2031 (July 2018)



Proposed A29 realignment scheme

This map is a diagrammatic representation and subject to change. Not to scale.



Typical example of cycleway/footway with green verges

Benefits

The A29 Realignment scheme will deliver the following benefits:

- Help reduce congestion and reduce traffic along the section of the existing A29 that is proposed to be bypassed.
- Improve pedestrian and cycle connections and provide new facilities.
- Enhance bus services and facilities.
- Reduce journey times
- Improve air quality.
- Provide greater access to facilities including access to schools.
- Provide access to land allocated for housing and employment.

Phases

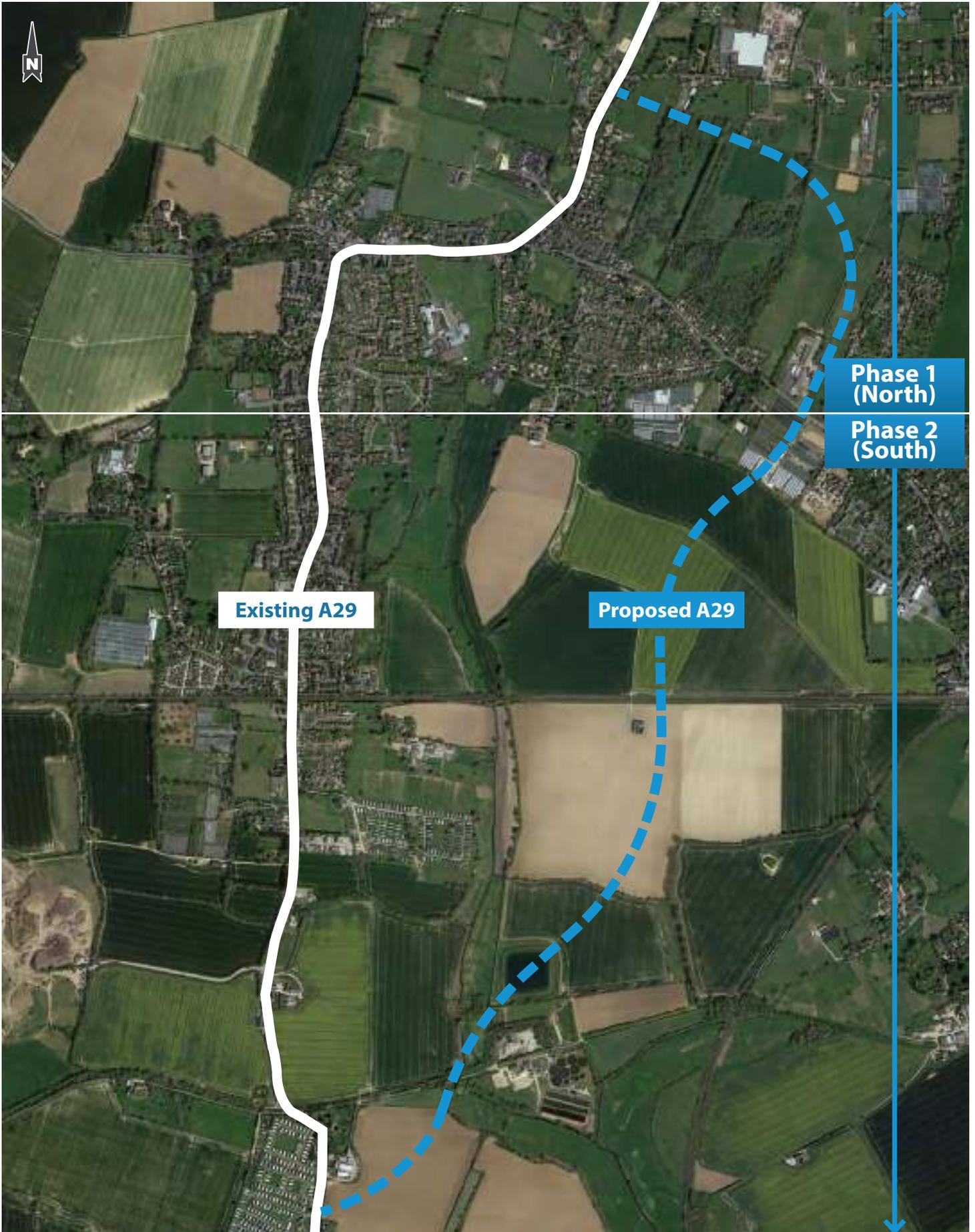
The scheme is an important part of the aims for Arun District, as outlined in the West Sussex Transport Plan. The scheme will be delivered in two phases.

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Map data: © 2019 Google. Image capture: May 2017

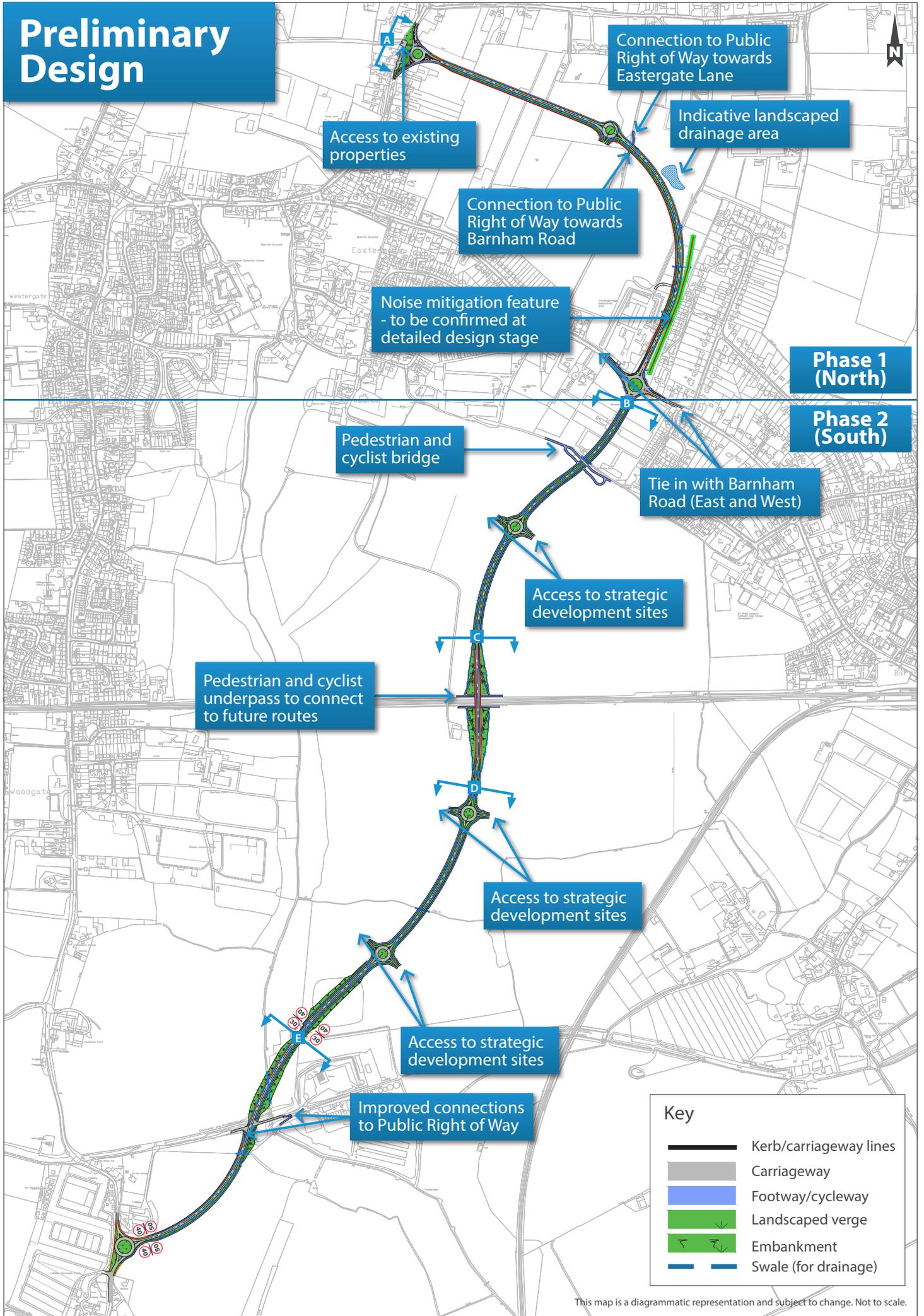


A29 Realignment Phases

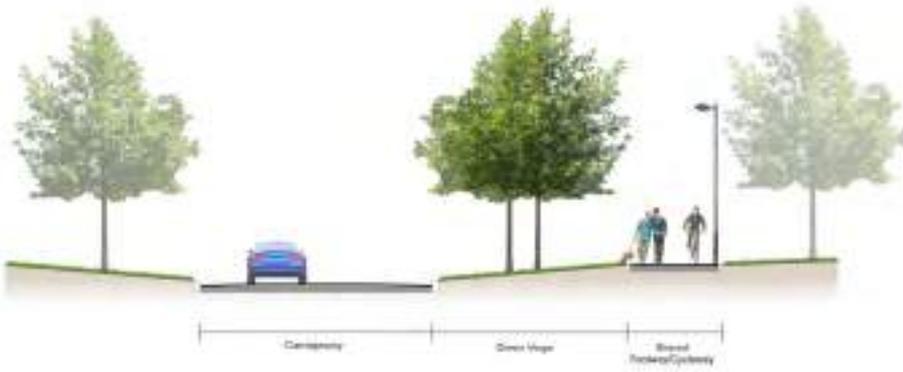
This map is a diagrammatic representation and subject to change. Not to scale.

Map data: Google, 2019 © TerraMetrics

Preliminary Design



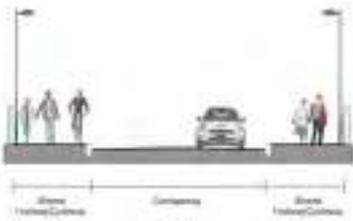
Cross Section A: Typical Arrangement



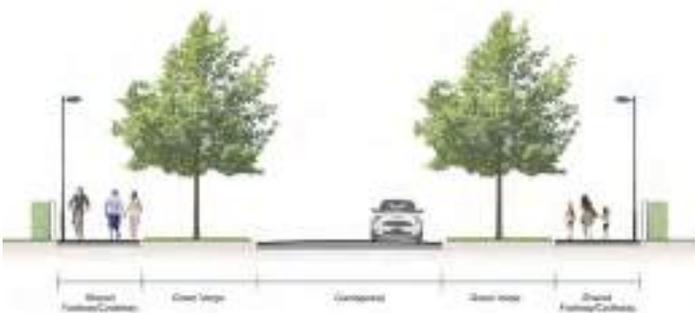
Cross Section B: Typical Arrangement



Cross Section C: Typical Arrangement



Cross Section D: Typical Arrangement



Cross Section E: Typical Arrangement



Timelines

Phase 1 (North)



Phase 2 (South)



What happens next?

We would like to know what you think of these schemes. You can visit our online consultation site at: www.westsussex.gov.uk/A29Realignment or fill in a questionnaire and hand it to staff or use a freepost envelope and send to:

Freepost RSBK-CHTU-KGGG,
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Chichester, PO19 1RQ

More Information

 www.westsussex.gov.uk/A29Realignment

 A29Realignment@westsussex.gov.uk

 +44 (0)1243 642105

Closing date for responses is **26 April 2019**

Appendix C.2

A29 REALIGNMENT SCHEME 2019 QUESTIONNAIRE





A29 Realignment Scheme

Have your say

This questionnaire and information about the scheme is available online and at the exhibitions.

Q1. Have you or do you intend to visit one of our public exhibitions?

Have visited exhibition Intend to visit exhibition No

The scheme area

Q2. How concerned are you about the impact the scheme could have on the following items?

<i>(Required)</i>	Serious concern	Some concern	No concern	Don't know
Capacity to accommodate future growth	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Impact on congestion/journey time	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Impact on routes used by people walking, cycling and horse riding	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Impact on landscape and scenery	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Impact on noise, air or light pollution	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Impact on existing residential properties	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Impact on local business	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Impact on road safety	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Connections to other parts of the region	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Impact on likelihood of flooding	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Impact on biodiversity/ecology	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Disruption during construction	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Other concerns (please explain)

Q3. What specific local issues do you feel we should be aware of in developing the scheme?

(Please provide detail and examples to illustrate your answers)

Travelling around the area

We have carried out the preliminary design for the Phase 1 (North) proposals. However it is important to us that we understand how you travel around the area and any comments you may wish to make on the proposals.

Q4. What type of transport do you use the most to travel along/across the existing A29?

(Required)

- | | | |
|------------------------------------|------------------------------------|--------------------------------|
| <input type="checkbox"/> Car | <input type="checkbox"/> Bus | <input type="checkbox"/> Walk |
| <input type="checkbox"/> Motorbike | <input type="checkbox"/> Van/lorry | <input type="checkbox"/> Cycle |
| <input type="checkbox"/> Horse | <input type="checkbox"/> Other | |

Q5. What is the main purpose of your trips?

(Required)

- | | |
|-------------------------------------|---|
| <input type="checkbox"/> Commuting | <input type="checkbox"/> Work associated travel |
| <input type="checkbox"/> School run | <input type="checkbox"/> Shopping |
| <input type="checkbox"/> Leisure | <input type="checkbox"/> Other |

Phase 1 (North) Design Proposals

Q6. We would like to hear your views about the design or construction of Phase 1 (North). Please use the space below to share any comments or suggestions you may have.

You may continue on another sheet if required

Phase 2 (South) Design Proposals

Q7. We would like to hear your views about the design or construction of Phase 2 (South). Please use the space below to share any comments or suggestions you may have.

You may continue on another sheet if required

About you

Why do we ask 'about you' questions?

We want to make sure that everyone is treated fairly and equally. We collect this data as part of our day to day business to help us improve our services. It means that we can meet our duties and legal obligation under the Equality Act 2010.

How does this information help?

It helps to make sure that we are seeking the views of everyone in society.

It is for these reasons ONLY that you are asked to provide the information below, which will be separated from both the respondent details and your response comments. You do not have to provide this information if you do not wish to do so.

Q8. Which of the following age group best describes you?

(Required - please select one response only)

- under 13 (please now go to end of survey)
- 13 - 15 45 - 64
- 16 - 24 65+
- 25 - 44 Prefer not to say

Q9. Are you responding as:

(Required - please select as many as you wish)

- Resident Commuter
- Business Owner Visitor
- Looking to buy in the proposed development
- Other

If 'Other' please specify

Q10. Your postcode:

(Required)

Q11. Are you?

(Please select one response only)

- Male Female Prefer not to say

Q12. Is your gender the same as the one assigned to you at birth?

- Yes No Prefer not to say

Q13. What is your ethnic origin?

(Please select one response only)

- White Asian/Asian British
- Mixed/Multiple ethnic groups
- Black/African/Caribbean/Black British
- Other ethnic group Prefer not to say

If 'Other' please specify

Q14. What is your religion?

(Please select one response only)

- Buddhist Christian
- Hindu Jewish
- Muslim Sikh
- No religion Any other religion
- Unknown Prefer not to say

If 'Any other religion' please specify

Q15. Do you consider yourself to have a disability?

(Please select one response only)

- Yes No Prefer not to say

Q16. What is your main employment status?

(Please select one response only)

- Full-time employment Student
- Part-time employment Unemployed
- Self-employed Carer
- Looking after home Volunteer
- Retired Other

If 'Other' please specify

Q17. Are you pregnant or recently given birth (within the last 26 weeks)?

(Please select one response only)

- Yes No Prefer not to say

Thank you for taking the time to fill in this questionnaire.

Please return your completed questionnaire at any of the exhibitions or via our freepost address: Freepost RSBK-CHTU-KGGG, Have Your Say, A29 Realignment, West Sussex County Council, Chichester, PO19 1RQ

Closing date for responses is **26 April 2019**

Online questionnaire

You can complete this questionnaire online by visiting our consultation site at:

www.westsussex.gov.uk/A29Realignment

Alternative formats

If you require this information in an alternative format, please contact us on

+44 (0)1243 642105 or via email on **A29Realignment@westsussex.gov.uk**.

If you are deaf or hard of hearing and have an NGT texting app installed on your computer, laptop or smartphone you can contact us on **18001 01243 777100**.

West Sussex County Council will use this survey to collect personal data in order to comply with its statutory obligations and to carry out a task in the public interest. The data will be analysed on our behalf by our contractors WSP but will be processed in accordance with the 2018 Data Protection Act, the General Data Protection Regulations, and any subsequent data protection legislation. Once the data has been analysed it will be held securely on West Sussex County Council computers for a period of up to 5 years before being appropriately destroyed. West Sussex County Council is registered as Data Controller (Reg. No. Z6413427). For further details and information about our Data Controller, please see www.westsussex.gov.uk/privacy-policy. Details of WSP's privacy policy can be found at <https://www.wsp.com/en-GB/legal/privacy-policy>



Appendix C.3

A29 REALIGNMENT SCHEME 2019 EXHIBITION BANNERS





A29 Realignment Scheme

Welcome

The A29 Realignment is a much needed major road scheme which will provide access to jobs, business space, new homes and improved journey time reliability.

We are keen to hear what you think about the proposals. Please provide your comments by completing a questionnaire today or filling one in online.

This exhibition presents the proposed scheme which will create better connections into Bognor Regis.

If you have any questions or would like further information please speak to a member of the team.

The display banners provide a summary of the recommended improvements and include drawings of the proposed road layout.



Woodgate Level Crossing



War Memorial Roundabout

Map data: © 2019 Google. Image capture: August 2016



Lidsey Bends

Map data: Google, 2019 © TerraMetrics



A29 Realignment Scheme

Background

The scheme is an important part of the aims for Arun District, as outlined in the West Sussex Transport Plan. The Coast to Capital Local Enterprise Partnership also shares this vision in its Strategic Economic Plan.

The existing A29 currently experiences traffic congestion during peak periods, especially at the Woodgate level crossing. This has led to unreliable journey times and queuing vehicles, affecting air quality.

The Arun Local Plan has identified that the Barnham, Eastergate and Westergate areas would require additional infrastructure to support planned local development.

Previous work

In March 2018, West Sussex County Council appointed consultants WSP to review the three indicative route options presented in the A29 Realignment Feasibility Study (2014) and earlier studies. The review has included:

- Meeting with statutory stakeholders including Network Rail, Highways England, Historic England, Sussex Police, Natural England, Arun District Council, Chichester District Council and the Environment Agency to discuss the scheme risks and opportunities.

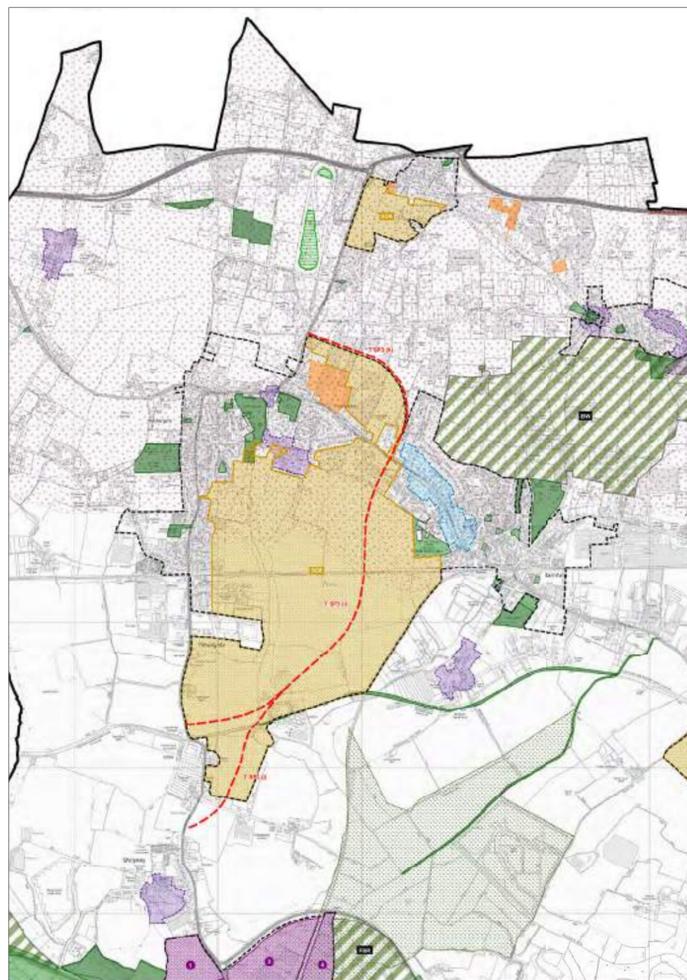
- Identifying the advantages and disadvantages of the three indicative route options.
- Preparing a high level qualitative assessment (called an Appraisal Summary Table) for each of the three indicative route options to summarise the findings from the previous studies and stakeholder feedback.

The review concluded that the route now published for consultation would meet the objectives of statutory stakeholders and provide the best balance between the advantages and disadvantages.

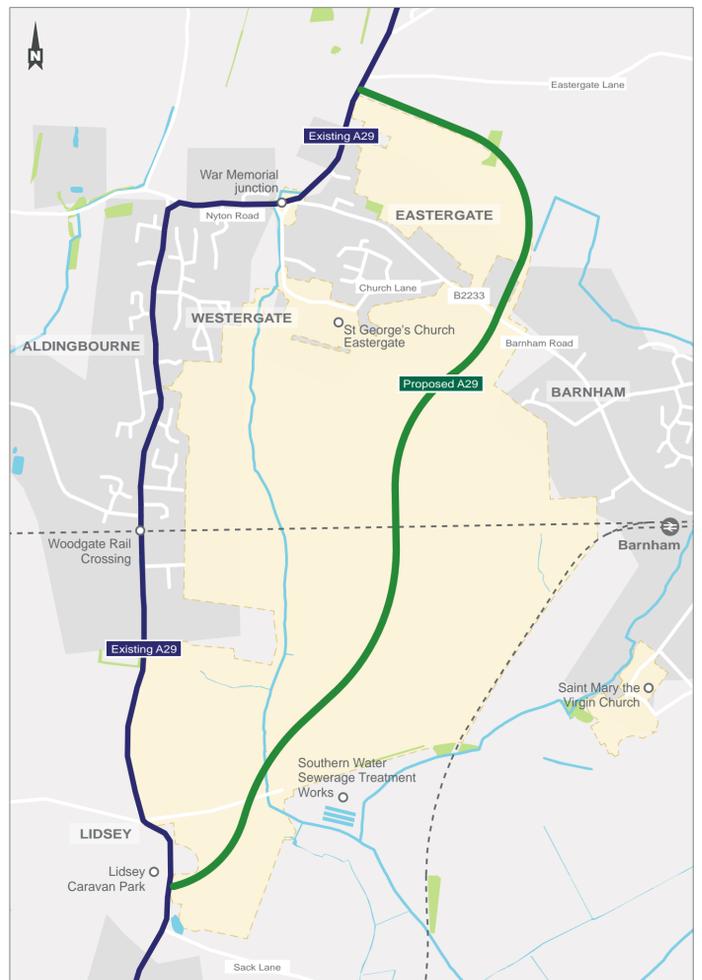
This is principally because it avoids introducing traffic north of Lidsey bends, where there are road safety concerns and avoids the need for an additional crossing over the watercourse. It also provides access to land in the southern section of the strategic site allocation that has potential for development.

The appraisal found that this route is:

- Likely to be beneficial to the economy.
- Likely to have a neutral impact on the environment but a beneficial impact on air quality.
- Likely to have a beneficial social impact.



Arun Local Plan 2011-2031 (July 2018)



Proposed A29 realignment scheme

This map is a diagrammatic representation and subject to change. Not to scale.

A29 Realignment Scheme

Proposed Scheme

The A29 Realignment will deliver a new 4.34km road to the east of Eastergate, Westergate and Woodgate villages.

The new road is planned to start from the existing A29 Fontwell Avenue north of Eastergate to the existing A29 Lidsey Road, north of Shripney. The proposed road will help to provide a more reliable connection to Bognor Regis and reduce traffic along the section of the existing A29 that is proposed to be bypassed, especially at the Woodgate level crossing and the War Memorial junction.

This will improve people's journeys by reducing journey times and help provide safer journeys for all road users, including pedestrians and cyclists.

The new road will enable access to land that is allocated for development in the adopted Arun Local Plan thereby providing access to new jobs and new homes in Arun District.

The plans include:

- New single carriageway road (in each direction), with a combined cycleway/footway along its entire length.
- Potential planting of trees in verges between the carriageway and combined cycleway/footway.
- Construction of a new railway bridge over the existing West Coastway railway line with provision for cycling and walking routes parallel to the railway line on both sides.
- Construction of a foot and cycle bridge to support the local school cycling and walking routes.
- Links to Public Rights of Way and provision to support future green infrastructure investment via the Arun Local Plan.
- Provision of pedestrian crossing points at junctions.



Typical example of cycleway/footway with green verges



A29 Realignment Scheme

Benefits

The A29 Realignment scheme will deliver the following benefits:

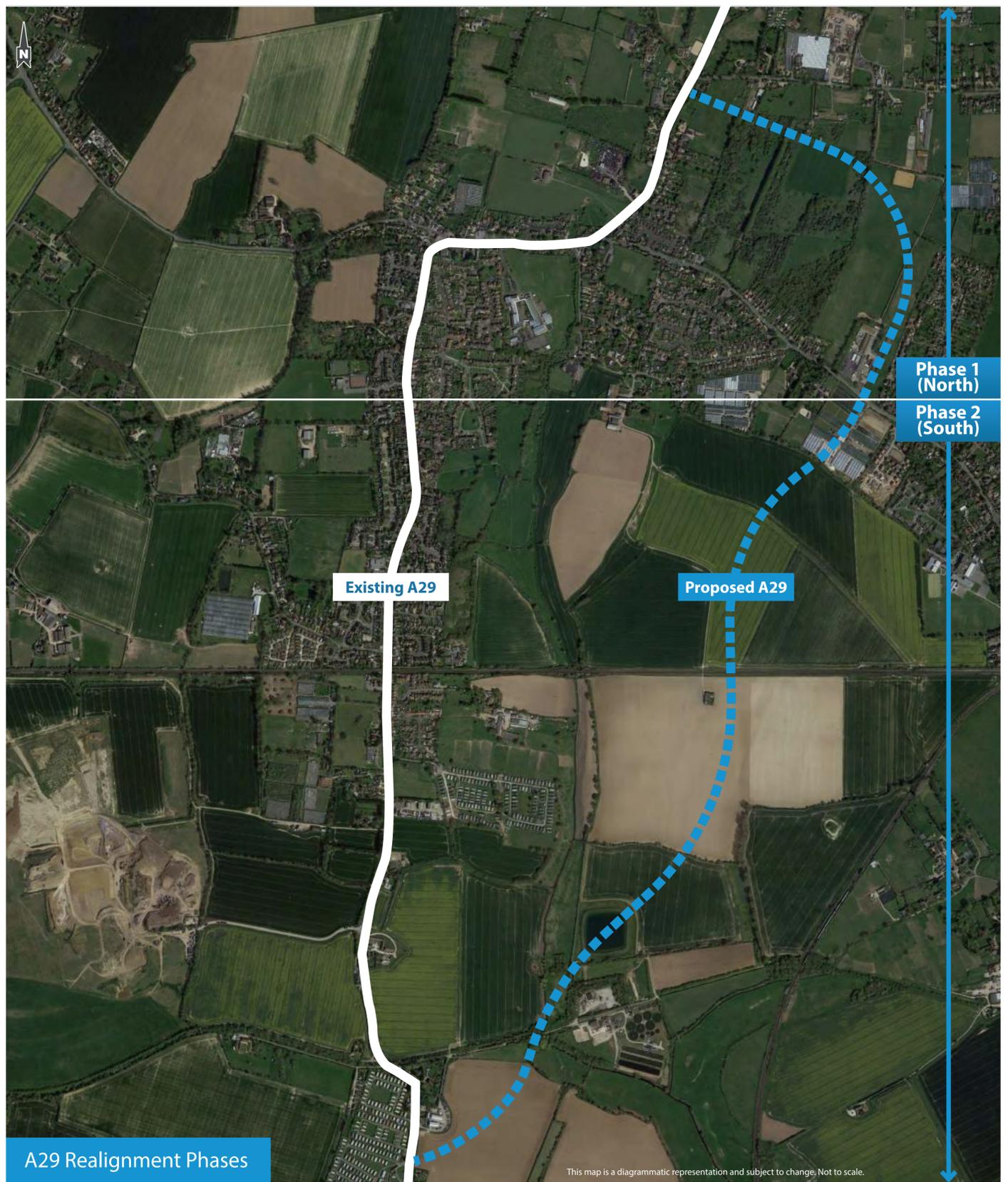
- Help reduce congestion and reduce traffic along the section of the existing A29 that is proposed to be bypassed.
- Improve pedestrian and cycle connections and provide new facilities.
- Enhance bus services and facilities.
- Reduce journey times.
- Potential for public realm enhancements.
- Improve air quality.
- Provide greater access to facilities including access to schools.
- Provide access to land allocated for housing and employment.

Phases

The scheme will be delivered in two phases.

Phase 1 (North) is the northern section from the A29 south of Eastergate Lane to a new junction with Barnham Road. It will be delivered by West Sussex County Council.

Phase 2 (South) is the southern section from Barnham Road to a new junction on the A29 south of Lidsey Bends. The construction of Phase 2 (South) will follow on from Phase 1 (North) and delivery arrangements are being determined through the planning application process for the associated development.

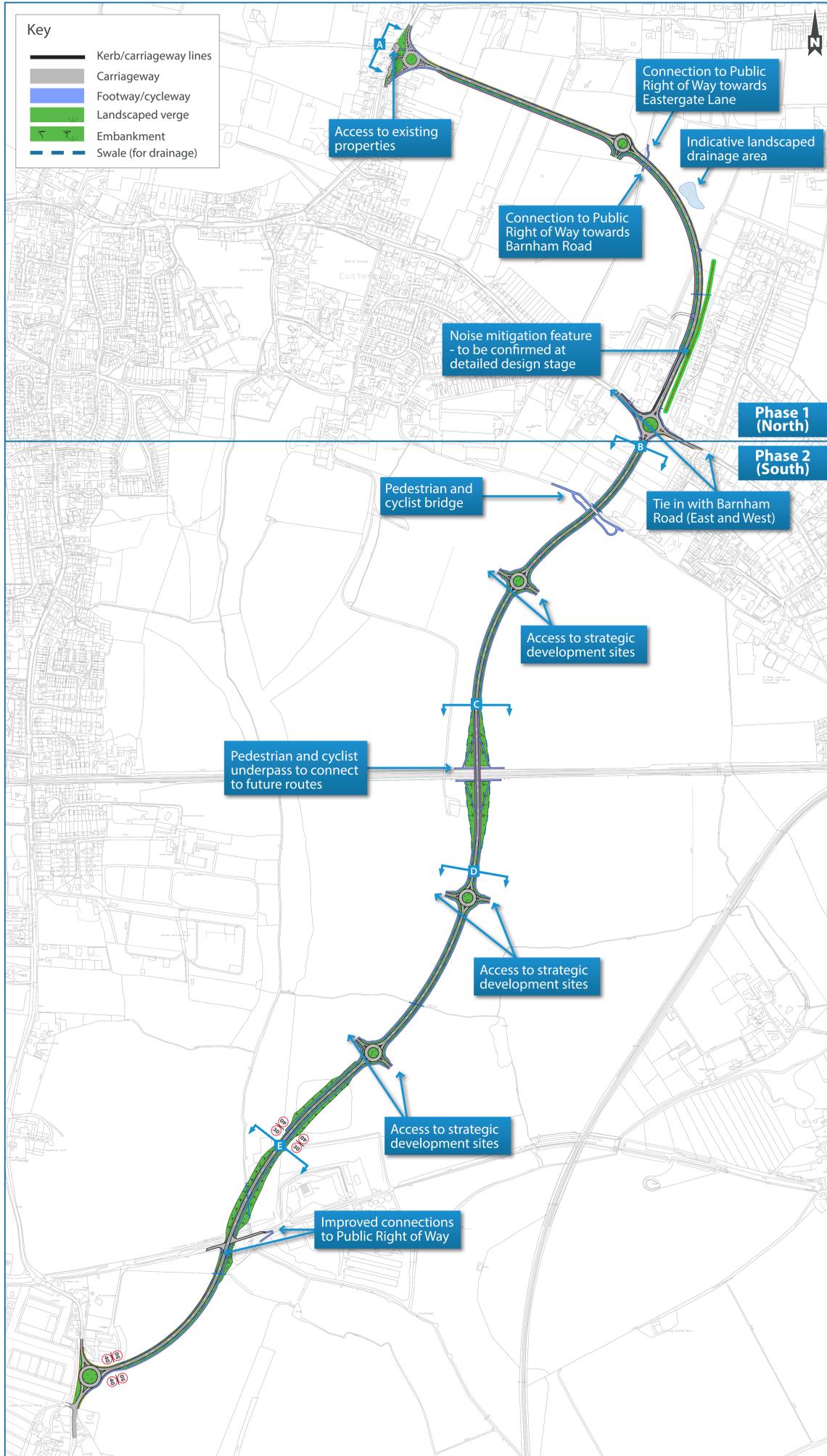


Map data: Google, 2019 © TerraMetrics



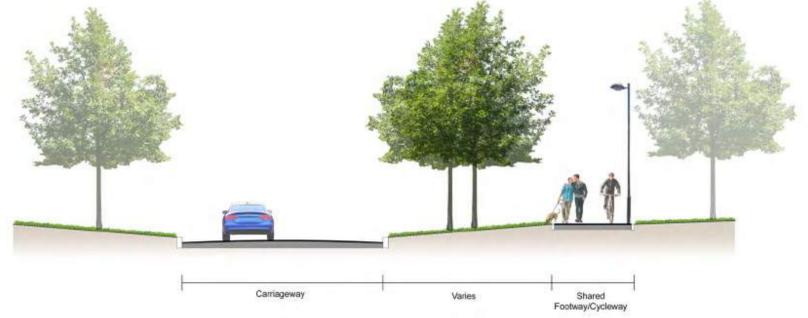
A29 Realignment Scheme

Preliminary Design

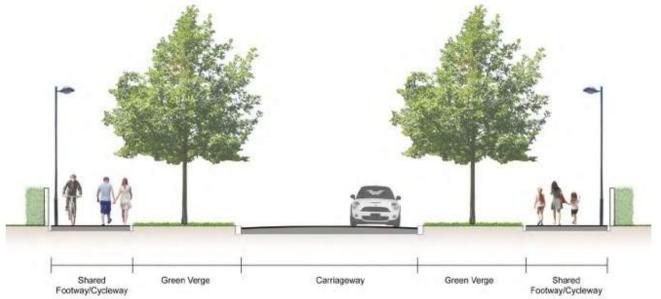


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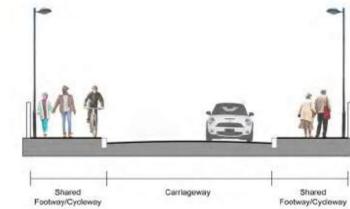
Cross Section A: Typical Arrangement



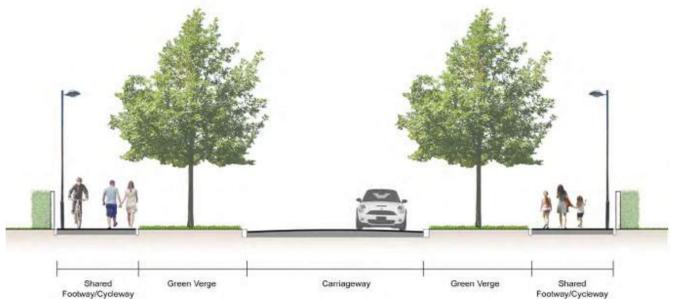
Cross Section B: Typical Arrangement



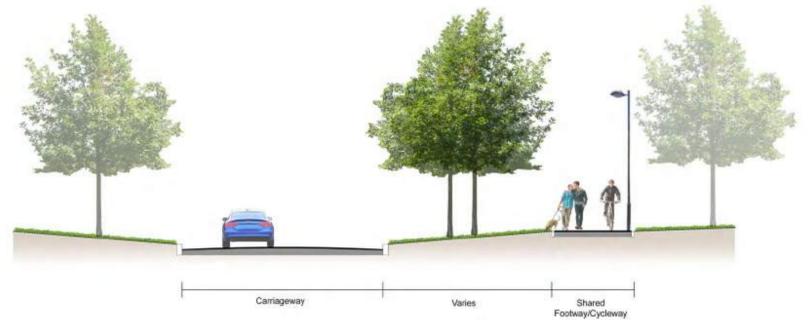
Cross Section C: Typical Arrangement



Cross Section D: Typical Arrangement



Cross Section E: Typical Arrangement





A29 Realignment Scheme

Timelines

Phase 1 (North)



Phase 2 (South)



What happens next?

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More information

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- +44 (0)1243 642105



Junction of Eastergate Lane

Map data: © 2019 Google. Image capture: May 2017



Appendix C.4

A29 REALIGNMENT SCHEME 2019 FAQS



A29 Realignment Scheme - Frequently Asked Questions

1. Background

Where is the A29 realignment?

The proposed scheme is located along the A29, between the villages of Eastergate, Woodgate and Lidsey, north of Bognor Regis.

The scheme bypasses a section of the existing A29 from a point south of the Lidsey bends to a point north in Fontwell Avenue.

What is being proposed?

The proposed scheme will deliver a 4.34km single lane carriageway which includes cycle, bus and pedestrian facilities.

Why is the A29 scheme needed?

The A29 Realignment scheme is an important part of West Sussex County Council's (WSCC) strategy to support growth and development. It will enable the local road network to operate more efficiently by reducing congestion, improving the predictability of journey times and providing more capacity for growth.

The existing A29 is already unable to cope with the current volume at peak times which means people are experiencing significant delays and congestion, especially at the Woodgate level crossing and the War Memorial junction. We expect the number of cars on the road to rise in the future, both because of the population rise and the impact of new housing and business developments allocated in the Arun Local Plan adopted in 2018.

The new road alignment will provide the highway infrastructure needed to mitigate the impacts of planned strategic development of employment land and new homes in the area.

The benefits are: shorter journey times and less congestion which will make it more reliable and better used. This in turn will mean people have more options in terms of where they work and spend their money, helping the local economy. And finally, air quality will be better as emissions from standing traffic will be reduced.

Who is responsible for the scheme?

WSCC is the scheme promoter and is responsible for delivering phase 1 (north) of the scheme. Responsibility for phase 2 (south) will be determined through the planning application process for the associated development.

Who is designing the scheme?

Consultants WSP are working with WSCC to develop the scheme design.

How did you decide on the proposed scheme route?

Three previous feasibility studies have considered the potential route options for the A29 Realignment. These studies considered the traffic, safety, environmental and deliverability issues associated with the route options:

A29 Woodgate Study, 2012

In 2012 WSCC, working on behalf of Arun District Council (ADC), commissioned Parsons Brinkerhoff to undertake the A29 Woodgate Study. The study examined the feasibility of providing a bypass to the existing Woodgate level crossing, with four routes identified. One of the options identified in the study was published for consultation in the Draft Arun Local Plan in 2012.

A29 Realignment Viability Study, 2013

Commissioned by ADC, the study looked to identify a viable route for the A29 Realignment. Building upon the A29 Woodgate Study (2012), the study identified a number of potential route options each with different connections to the existing highway network. A high level assessment was carried out for each route option and ranked based upon environmental impact, deliverability, traffic benefits, road safety and scheme costs. The identified route was east of the existing A29 with the other options considered unviable.

A29 Realignment Feasibility Study, 2014

During 2014, in preparation for the Arun Draft Local Plan, ADC commissioned Systra to undertake the A29 Realignment Feasibility Study. The Study identified and developed an indicative route which took into account the findings of the A29 Realignment Viability Study (2013) and also considered additional northern and southern tie-in extensions. The plan of the route is given in Figure 1 below.

Figure 1 – A29 Realignment Feasibility Study (2014) Indicative Route



In 2014 through approval of the Strategic Outline Business Case (SOBC) for the A29 Realignment Scheme, the Government allocated Local Growth Funding (LGF), 'in-principle' as part of the Coast to Capital Growth Deal as a contribution towards the cost of the scheme. However the LGF contribution can only be secured through submission and approval of a Business Case confirming value for money and deliverability of the scheme.

2. Funding and Costs

How much will the proposed road cost?

It is estimated that the new road will cost approximately £54.2 million.

Who is paying for the road?

The improvements will be part funded by the Coast to Capital Local Enterprise Partnership (LEP); however they have to approve WSCC's full plans (called a business case) in order to secure the funding. It is expected that the LEP will contribute £12.3m with the anticipation that the remaining will be from WSCC and developer contributions (known as 'S106' contributions).

Where is the money coming from?

The funding for this scheme, if confirmed, will not come from Council Tax or other council funding streams. Therefore, funding this scheme will not impact on other council services.

Can the money be spent on any other projects?

The A29 Realignment scheme funding will specifically be allocated to only this scheme and therefore the funding will not be able to be spent on any other proposals or scheme. The development contributions (known as 'S106' contributions) will also be specifically allocated to the area.

What is the Coast to Capital Local Enterprise Partnership?

The Coast to Capital Local Enterprise Partnership (LEP) is a local business led partnership between local authorities and businesses and plays a central role in determining local economic priorities and undertaking activities to drive economic growth and the creation of local jobs. You can find out more about them on their website www.coast2capital.org.uk

How is the decision for funding made?

The A29 Realignment is at present a pipeline scheme in the WSCC Capital Programme 2018/19 – 2022/23 approved by the County Council in December 2017.

In order to secure £12.3m of Local Growth Funding that has been allocated “in principle” there is a need to submit a Business Case to Coast to Capital LEP for approval. Once approved, this will allow WSCC to enter into a funding agreement with Coast to Capital LEP.

The Business Case will inform ongoing pre-application discussions (including negotiations over developer contributions) with developers of strategic residential and commercial sites in the Barnham, Eastergate, Westergate and Bognor Regis areas. The Transport Business Case is expected to be considered by the LEP in March 2019 where a final decision to build the scheme will be made.

3. Scheme Development

What do you hope to achieve by building this road?

The main aims of the scheme will be to;

- Reduce journey times and delays
- Improve connectivity between the existing road network and new and existing development in Barnham, Eastergate and Westergate.
- Reduce congestion on the existing A29
- Reduce the potential for accidents
- Increase route choice
- Improve conditions for local residents and businesses
- Improve conditions for cyclists and pedestrians
- Improve bus reliability and services
- Enable access to land for housing and employment developments.

What will be the speed of the road?

The road will be designed to current highway design standards for 30 mph.

Will the Woodgate Level crossing be closed?

No decision has been made to close the Woodgate level crossing. The County Council is not seeking closure of the Woodgate level crossing and it is not required to deliver the Arun Local Plan.

The A29 Realignment and other supporting infrastructure being delivered as part of the associated development could potentially facilitate a future closure of the Woodgate level crossing. However it would require suitable facilities for non-motorised users at the existing Woodgate level crossing to avoid a long diversion, but there are no plans for these.

It would be up to Network Rail to decide whether or not to pursue a level crossing closure and this would be subject to consultation with local stakeholders before any decision is taken to proceed.

Will emergency services be affected by the scheme?

The scheme will provide improved journey times and reliability. The emergency services will be asked to comment on the proposed improvements and WSCC will consider their views as part of the scheme design development.

We will work with them to minimise any potential impacts during construction.

Will this affect my bus journey?

The scheme will provide improved journey times and reliability along the A29 corridor. Bus operators will be asked to comment on the proposals and other potential routing options.

We will work with local service providers to minimise any potential impacts on local bus journeys on the existing road network during construction.

Will improvements impact journey times, if so, how?

The proposed improvements are expected to reduce congestion and improve journey reliability and times.

Will this lead to more traffic? Will it lead to more HGVs?

The proposed road will provide extra highway capacity, in doing so it will help ease traffic on competing road corridors and facilitate local development.

Will there be provision for pedestrians/cyclists?

The proposed road will incorporate a new combined footway/cycleway. It is hoped that this will be linked to the existing cycle and pedestrian network and new facilities that will be provided as part of the associated strategic developments.

Will there be changes to existing local access routes or footpaths?

There will be the opportunity of exploring improvements to the existing footpaths at the detailed design stage.

Will there be provision for crossing points for walking, cycling and horse riding?

Yes, this will be developed in line with the proposed masterplan for the site.

How has planned development been taken into consideration in the traffic modelling?

Planned development has been taken into account through the inclusion of both the government's national growth projections (i.e. National Transport Model) and the Arun District Local Plan 2018. Committed local developments have been explicitly tested and assessed within traffic simulation models to determine potential forecast scenarios. Low, central and high traffic growth forecasts have been tested to understand how the scheme will perform in a range of future scenarios.

How will this scheme reduce accidents/improve road safety?

The scheme will provide a safe environment for all road users, including pedestrians and cyclists through the provision of dedicated combined footway/cycleway. The scheme will avoid the Lisdey bends; this is a section along the existing A29 through Lidsey where the alignment requires drivers to

negotiate a series of significant bends in the road which have historically been a source of concern from a road safety perspective.

Will the road have street lighting?

Lighting of the scheme will be considered at the detailed design phase of the scheme. This will take into account environmental, current design standards and the development masterplan arrangements.

What will the road look like?

A comprehensive landscaping package will accompany the final proposals for this scheme.

Will there be a new bus stop outside my house?

At this point in time there are no plans to move any bus stops. However, we would be happy to receive any comments which we can discuss with bus operators during the development process. Any changes to stop locations will be subject to separate communications and engagement with affected home and business owners.

Will any bus stops be taken away?

At this point in time we have no plans to take any existing bus stops away.

How will the scheme affect air quality and noise?

Air quality and noise monitoring is carried out by Arun District Council. Once the design for the road has been finalised, further modelling will be undertaken as part of the Environmental Impact Assessment required with the planning application.

How will this scheme affect the environment?

At present surveys and assessment are ongoing to determine the effects on the environment. An Environment Design Mitigation Report will be produced upon completion of the surveys. This will detail the effect of the design on the environment, and any mitigation measures we can employ at the design stage to reduce the impacts. A summary will be made available after the report is complete. We may also need to prepare an Environmental Impact Assessment to accompany the planning application which will be required for the project.

Will you have to demolish houses or compulsory purchase land?

We are currently working with the developers and landowners to design a scheme which will fit in with the masterplan for the strategic development site. If land is needed to construct the scheme that is not controlled by the developers, then the County Council would need to negotiate, or use compulsory purchase powers, to acquire this land.

Will there be a need to access private land for survey work?

Yes, we have already undertaken some surveys earlier this year with permission given by landowners, and we will continue to liaise with landowners where we require access for the purpose of carrying out further surveys.

What are you doing for businesses affected by these works?

The proposed road is predominately constructed away from the existing highway network, although any disruption caused by construction of the tie-ins to the existing roads will be assessed and priority will be given to reducing overall delays and disruption.

Is compensation payable?

There is provision at law for payment of compensation for:

- A reduction in the value of your land caused by the execution (construction) of public works
- A reduction in the value of your land caused by the subsequent use of public works.

Additionally, the Council have various powers to carry out mitigation work in order to help reduce the impact of their development works and, where certain specified criteria are fulfilled; there is a duty to undertake noise insulation work. This duty only applies to dwellings or other buildings used for residential purposes.

There is no automatic right to compensation for disruption caused by the works, as they are seen generally to be necessary for the benefit of the public.

Does the Council need to make an application to remove trees covered by Tree Preservation Orders?

Yes – an application to remove any trees covered by Tree Preservation Orders will need to be submitted to the Arun District Council planning department for approval.

If trees are to be removed, where are the replacements going to be planted?

Replacement tree planting will be undertaken, preferably close to where trees have been removed, and subject to agreement with landowners, thereby we aim to restore or enhance a population or habitat.

4. Planning

Is planning permission required for the scheme?

Yes. A planning application and Environmental Impact Assessment is currently being prepared, and will be submitted to West Sussex County Council.

Where can I view the planning applications and planning approvals for the scheme?

The planning application for Phase 1 (north) will be submitted after the engagement process in February/March 2019 has been completed. The submission dates will be provided on the Major Schemes web page www.westsussex.gov.uk/A29Realignment along with a link to WSCC's Planning Portal, where you can view the full applications. Once the application has been registered, West Sussex County Council's planning department will carry out the usual consultation process for planning applications, including notifying affected neighbours, putting up site notices, and seeking the views of statutory consultees such as the Environment Agency, Parish Councils and Arun District Council.

Will the scheme be constructed before new housing development is built?

The delivery of the road and the associated development and infrastructure is being discussed with the developers and Arun District Council as local planning authority and any decision to permit housing before completion of all or part of road would be a matter for the District Council.

What are the predicted traffic flows once the development has been built?

The diagrams attached to these FAQ's show 2038 forecast traffic flows including the development in both the AM and PM peak periods.

5. Construction

How will it be built?

The scheme will be delivered in two phases. The first phase of the scheme to be delivered by WSCC is the northern section from the A29 south of Eastergate Lane to a new junction with Barnham Road. The second phase of the scheme will be the southern section from Barnham Road to a new junction on the A29 south of Lidsey Bends. It is the intention that construction of Phase 2 (south) will follow on from Phase 1 (north) and delivery opportunities and developer contributions will be further discussed with developers through the planning application process.

When will work start and how long will construction take?

The works are programmed for Phase 1 (north) to start in winter 2020, and go through to winter 2021. However, some advance works including vegetation clearance and translocation of affected species (if any) will take place before then. The construction of Phase 2 (South) will follow on from Phase 1 (North) and delivery arrangements are being determined through the planning application process for the associated development.

How are you engaging with landowners and the public?

So that we understand the possibilities of the scheme, WSCC needs to understand the impact that any proposals may have on landowners; whether any land needed can be acquired by agreement. Engaging with landowners is a different process to engaging with the wider public. We let landowners know before anyone else about proposals that could directly affect their land rather than them finding out through plans that were published through the local press, social media or on our website.

The general public, local residents and businesses are now being given an opportunity to comment on the proposals through a separate engagement exercise. All of the proposals are being made public and everyone will have an opportunity to comment.

Will any roadworks be carried out at night and what will you do to minimise any impact on residents?

The phasing of roadworks still needs to be planned. Nearer the time of construction local residents will be provided with more detail about what will happen and when. If night work is needed, we will talk to residents to see what can be done to minimise the impact. We may need to carry out road closures at certain times to facilitate works that require a safe operational environment without the presence of live traffic. We will provide more details nearer to construction.

Will the road remain open during construction?

We expect the majority of the construction will take place off-line and have minimal impact on travel. However, there will be some disruption during the works, particularly when the two roundabouts at either end of the scheme requiring tie-in with the new carriageway. More details will be given nearer to the construction.

Will there be any diversions onto local roads during construction?

We will look to minimise the impact on local roads and will provide more details nearer to construction.

6. Consultation

How can I provide feedback?

You can provide feedback using any of the methods below:
Complete the questionnaire and return it using our freepost address:

Freepost RSBK–CHTU–KGGG
Have your say
A29 Realignment
West Sussex County Council
Chichester PO19 1RQ

Visit our website and complete the questionnaire online at:
www.westsussex.gov.uk/A29Realignment

Come and see us at one of our drop-in sessions;

- Tuesday 26th February 4pm to 8pm
Barnham Community Hall
Yapton Rd, Barnham, Bognor Regis PO22 0AY
- Wednesday 27th February 9:30am to 1:30pm
Westergate Church Hall
Westergate Street, Westergate, PO20 3RH
- Thursday 28th February 1pm to 5pm
Eastergate Village Hall
Eastergate, Chichester, PO20 3XA
- Saturday 2nd March 11am to 2pm
St Philip Howard Catholic School
Elm Grove South, Barnham PO22 0EN

What do I do if I have queries or want information in another format?

If you require this information in an alternative format, please contact us on 01243 642105 or via email: A29Realignment@westsussex.gov.uk.

If you are deaf or hard of hearing and have an NGT texting app installed on your computer, laptop or smartphone, you can contact us on 018001 01243 642105.

How long do I have to provide feedback to the proposals?

You will be able to respond with feedback to the proposals from Tuesday 26 February until midnight Friday 26 April 2019. Your comments will help inform the current proposals and provide an opportunity to identify any issues that we are not aware of.

Who can take part?

We welcome opinions and feedback from anyone. Whether you travel by public transport, walk, drive, cycle, are a resident, business owner or just travel through the area, your views and insight is valuable to us to shape our scheme.

I work for a group/organisation and transport is important to the staff/business, can I take part in the consultation with shared views?

Yes. We would welcome the views this. Please make sure that you have permission to comment on behalf of your group/organisation.

Can I tell other people to take part?

Yes. Please share the link www.westsussex.gov.uk/A29Realignment with anyone you think would be interested in taking part. If you intend to submit a joint response on behalf of a group/organisation, please share the link so people have the opportunity to provide an individual response, should they wish to do so.

If you have a Twitter or Facebook account and you would like to share the online consultation via Facebook or Twitter, please click on the appropriate icons shown at the bottom left-hand side of the

consultation page (e.g. ) and follow the instructions provided.

What if I only want to comment on a specific area impacted by the proposed scheme?

If you want to comment on one specific part or area affected you are welcome to do so. None of the questions in the questionnaire are compulsory, so you can pick and choose where you provide a response. There also is opportunity to provide free text comments in the questionnaire.

Alternatively you can submit comments and feedback via email;

A29Realignment@westsussex.gov.uk

What are you doing with the feedback?

We will consider the feedback received as part of the public engagement process, and where possible, will make enhancements to the scheme design as a result of the feedback.

Will the feedback be made available?

Yes, we will publish a summary report with details received once the feedback from the public engagement has been fully analysed.

Will you keep me updated on progress?

At this stage we are not planning to keep individual contact details on file in order to provide updates on progress. Instead we will keep our web pages www.westsussex.gov.uk/A29Realignment updated and share updates elsewhere online and in the media.

Appendix D

CONSULTATION PROMOTION



Appendix D.1

**A29 REALIGNMENT SCHEME 2019
LEAFLET**





A29 Realignment Scheme

Public Exhibitions

Have Your Say

The A29 Realignment is a much needed major road scheme which will provide access to jobs, business space and new homes.

The proposed road will help to create smoother connections into Bognor Regis and ease traffic along the existing A29, especially at the Woodgate level crossing and the War Memorial junction.

This will improve people's journeys by reducing peak-hour journey times, provide a safe route for all road users and provide access to land that is allocated for strategic development in the adopted Arun Local Plan.





A29 Realignment Scheme

Public Exhibitions

West Sussex County Council values your views on these proposals and invites you to attend one of our public exhibitions where officers will be available to take questions on the following dates:

Tuesday 26 February 2019 4pm - 8pm

Barnham Community Hall, PO22 0AY

Wednesday 27 February 2019 9:30am - 1:30pm

Westergate Methodist Church Hall, PO20 3RH

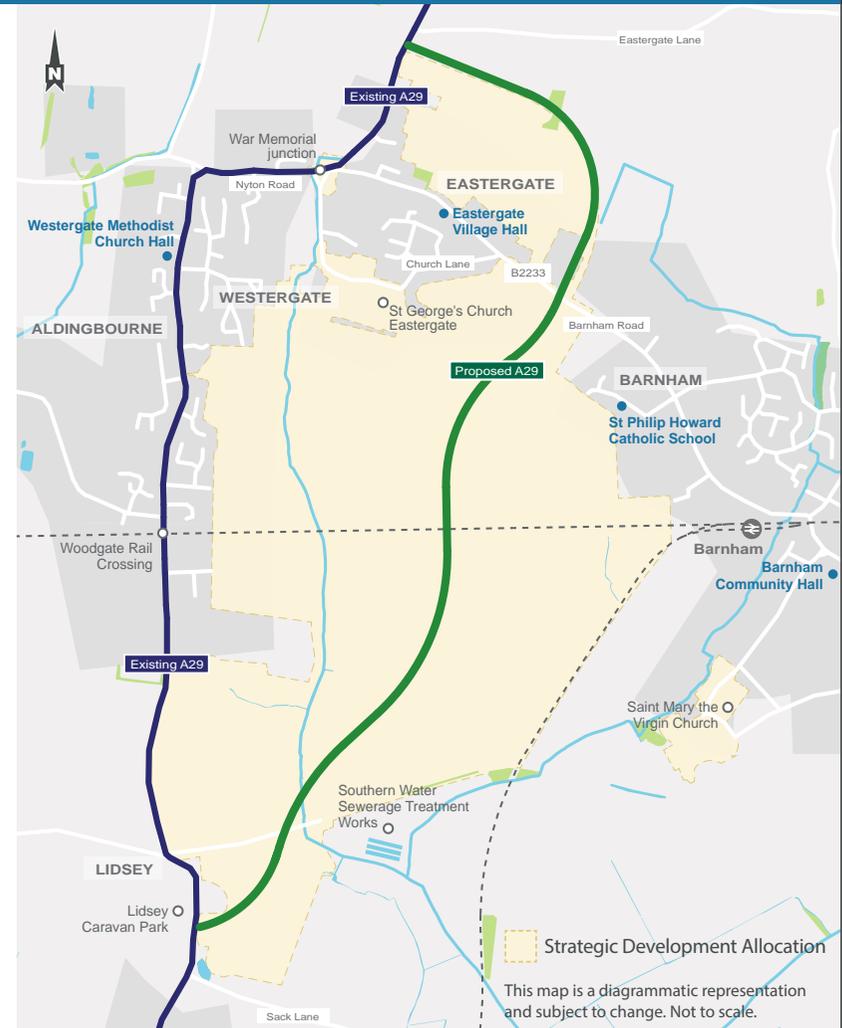
Thursday 28 February 2019 1pm - 5pm

Eastergate Village Hall, PO20 3XA

Saturday 2 March 2019 11am - 2pm

St Philip Howard Catholic School, PO22 0EN

Closing date for responses is **26 April 2019**



Appendix D.2

**A29 REALIGNMENT SCHEME 2019
POSTER**





A29 Realignment Scheme

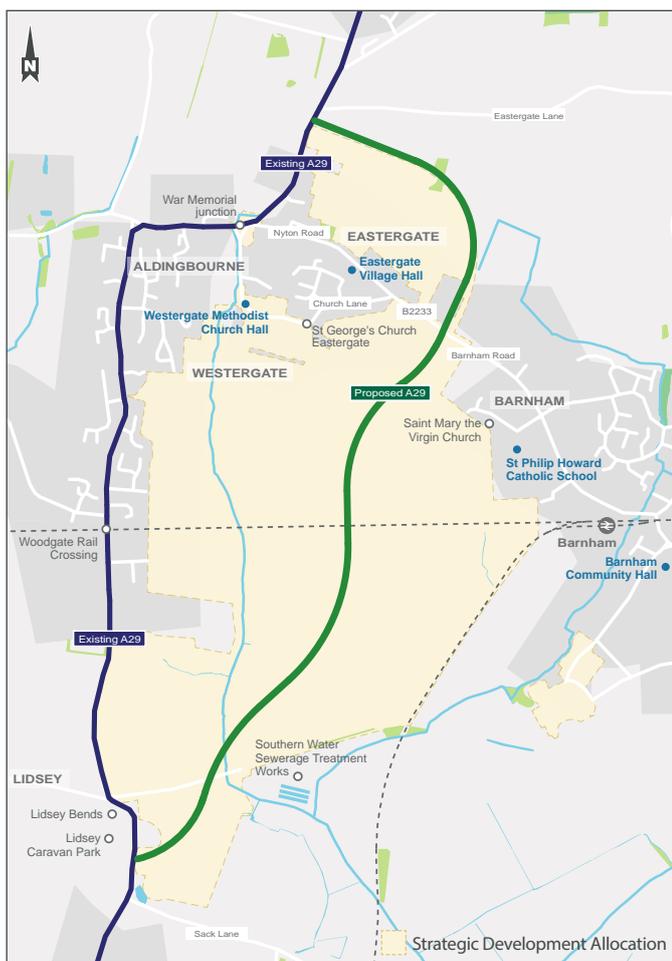
Public Exhibitions

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This will improve people's journeys by reducing peak-hour journey times, provide a safe route for all road users and provide access to land that is allocated for strategic development in the adopted Arun Local Plan.



This map is a diagrammatic representation and subject to change. Not to scale.

Exhibitions

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Tuesday 26 February 2019

4pm - 8pm

Barnham Community Hall
Yapton Road, Barnham, Bognor Regis, PO22 0AY

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Saturday 2 March 2019

11am - 2pm

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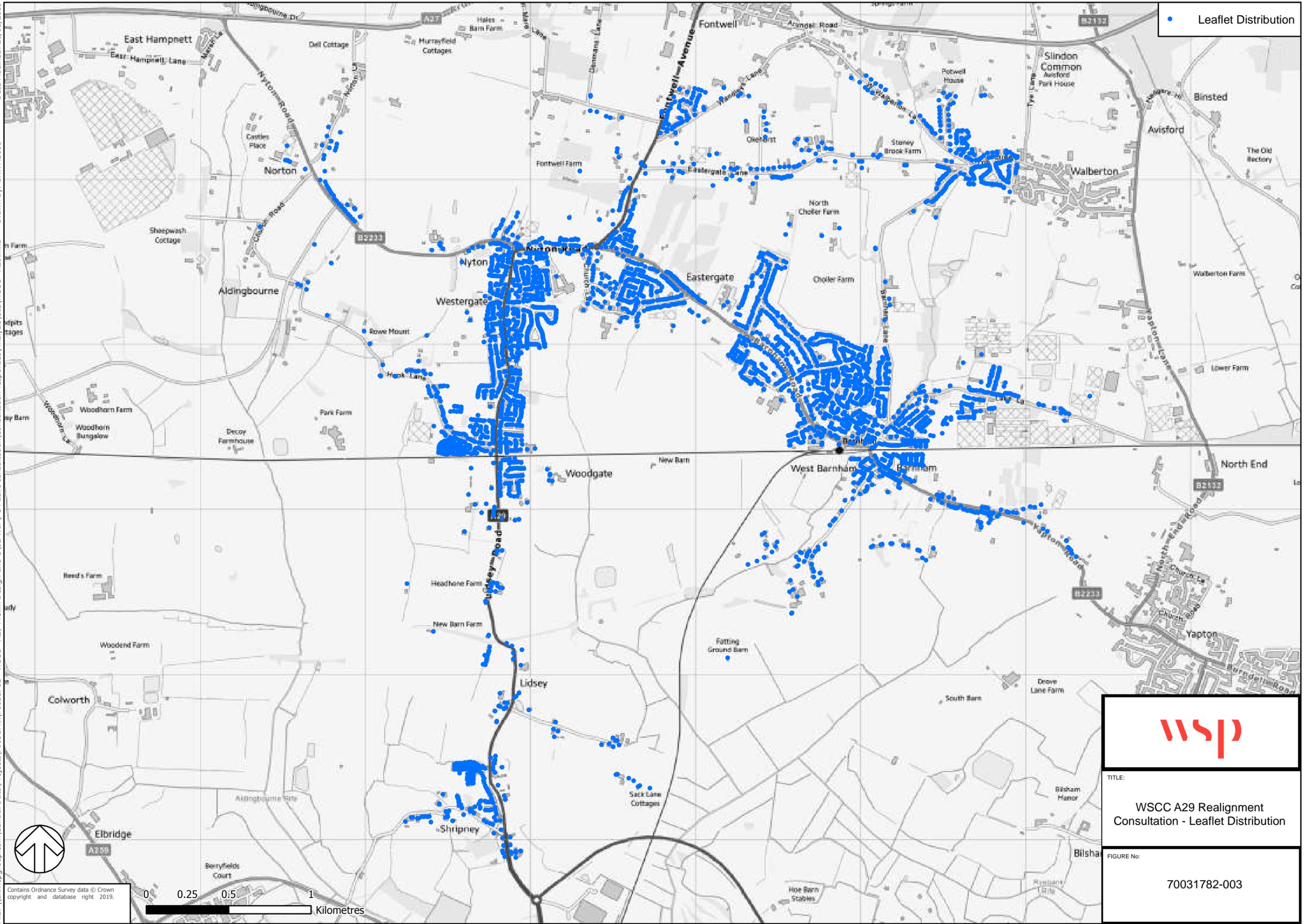
Closing date for responses is **26 April 2019**



Appendix D.3

**A29 REALIGNMENT SCHEME 2019
LEAFLET DISTRIBUTION**

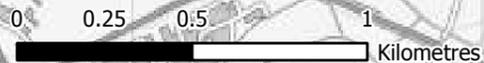




Leaflet Distribution



Contains Ordnance Survey data © Crown copyright and database right 2019.




TITLE:
WSCC A29 Realignment
Consultation - Leaflet Distribution

FIGURE No:
70031782-003

Appendix D.4

PRESS RELEASES & COVERAGE





Have your say on A29 realignment proposals

People's opinions are being sought on proposals for a new, much-needed road east of Eastergate, Westergate and Woodgate villages.

Release date: 20 February 2019

People's opinions are being sought on proposals for a new, much-needed road east of Eastergate, Westergate and Woodgate villages.

The 4.34km long road would start from the existing A29 Fontwell Avenue, north of Eastergate, and rejoin the A29 Lidsey Road, north of Shripney.

Key benefits include:

- Reducing traffic hold-ups along the existing A29, especially at the Woodgate level crossing
- In turn, this would improve air quality and improve people's journeys
- Providing the highway infrastructure needed to reduce the impact of planned new homes in the area and the development of other land for business use and employment creation
- Improve pedestrian and cycle access and provide new facilities for walkers/cyclists
- Enhance facilities for buses
- Provide greater access to facilities east and west of the A29, including access to schools

Roger Elkins, West Sussex County Council Cabinet Member for Highways and Infrastructure, said: "This scheme is an important part of our vision for Arun District, as outlined in the West Sussex Transport

Plan. It will help ease traffic congestion and pollution and provide the infrastructure needed to support the creation of new jobs and the building of new homes.

“We would really value people’s opinions and feedback and would urge them to try to attend one of the drop-in sessions which have been arranged and to see the proposals for themselves.”

Jonathan Sharrock, Chief Executive at Coast to Capital, said: “Our transport infrastructure needs further investment to improve our links to London, to international gateways, along the coast and between our main centres of economic growth. It is vital for local residents and visitors to give their views on the A29 proposals and we are looking forward to future developments.”

The drop-in events will be:

- Tuesday 26 February, Barnham Community Hall, 4pm-8pm
- Wednesday 27 February, Westergate Church Hall, 9.30am-1.30pm
- Thursday 28 February, Eastergate Village Hall, 1pm-5pm
- Saturday 2 March, St Philip Howard Catholic School, Barnham, 11am-2pm

To find out more about the proposals, the drop-in events and the consultation, please see [A29 realignment proposals](https://www.westsussex.gov.uk/roads-and-travel/roadworks-and-projects/road-projects/a29-realignment-scheme/) (<https://www.westsussex.gov.uk/roads-and-travel/roadworks-and-projects/road-projects/a29-realignment-scheme/>).

Related articles

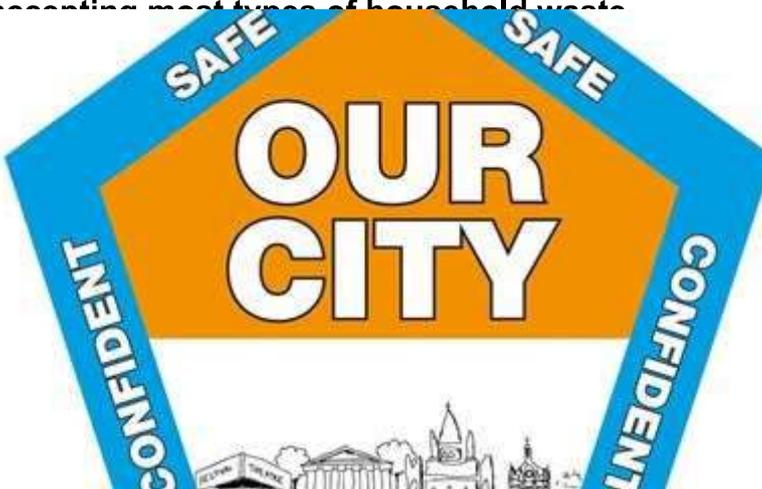
- **[Success for young people as they complete Duke of Cornwall Resilience Award](https://www.westsussex.gov.uk/news/success-for-young-people-as-they-complete-duke-of-cornwall-resilience-award/)**

([/news/success-for-young-people-as-they-complete-duke-of-cornwall-resilience-award/](https://www.westsussex.gov.uk/news/success-for-young-people-as-they-complete-duke-of-cornwall-resilience-award/))



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Fire-damaged Westhampnett Household Waste Recycling Site to start accepting most types of household waste



recycling-site-to-

•

Scheme launches in Chichester to help residents feel safe

(/news/scheme-launches-in-chichester-to-help-residents-feel-safe/)



news release

PR 14469

For Immediate Release

16 April 2019

Still time to have your say on A29 realignment proposals

The closing date is fast approaching but there's still time to have your say on proposals for a new road east of Eastergate, Westergate and Woodgate villages.

The 4.34km long road would start from the existing A29 Fontwell Avenue, north of Eastergate, and re-join the A29 Lidsey Road, north of Shripney.

To find out more, please see:

<https://www.westsussex.gov.uk/roads-and-travel/roadworks-and-projects/road-projects/a29-realignment-scheme/>

To have your say about the proposals, please see:

<https://haveyoursay.westsussex.gov.uk/highways-and-transport/a29realignment/>

The public consultation closes on 26 April.

Ends

For further information please contact the news desk on 0330 222 8090 or email pressoffice@westsussex.gov.uk.

For urgent out-of-hours enquiries please call 07767 098415.

Find us on [Twitter](#) and [Facebook](#)
[Click to Unsubscribe](#)

□ Last chance to have your say on A29 bypass proposals



PUBLICATION: LITTLEHAMPTON GAZETTE

WEB LINK: <https://www.littlehamptongazette.co.uk/news/politics/last-chance-to-have-your-say-on-a29-bypass-proposals-1-8897174>

JOSHUA POWLING

Proposed A29 realignment

PUBLICATION:

JOSHUA POWLING

Published: 16:25 Thursday 18 April 2019

Share this article

Comments on plans for a new A29 bypass to the east of Eastergate, Westergate and Woodgate villages have to be made by Friday April 26.

West Sussex County Council has been consulting the public on its preferred route for the new 4.34km stretch of road.

The route would start near the Lidsey Caravan Park, intersect the B2233 Barnham Road, before joining the A29 south of Fontwell.

The current budget is £55.5m and would be funding through a variety of sources including developer contributions.

The first phase would focus on the northern stretch of road before the second phase south of the B2233 Barnham Road is completed.

The scheme has not been without controversy.

Campaigners have labelled the current proposals 'shoddy' and back in March urged the county council to 'hit pause and reappraise this road-to-nowhere scheme'.

Meanwhile backbench councillors urged cabinet member for highways and infrastructure Roger Elkins to hold off on a preferred route decision until the consultation had closed.

This recommendation was rejected and the route confirmed in late March.

According to the county council: "The proposed road will help to provide a more reliable connection to Bognor Regis and reduce traffic along the section of the existing A29 that is proposed to be bypassed, especially at the Woodgate level crossing and the War Memorial junction.

"This will improve people's journeys by reducing journey times and help provide safer journeys for all road users, including pedestrians and cyclists.

"The new road will enable access to land that is allocated for development in the adopted Arun local plan thereby providing access to new jobs and new homes in Arun district."

The consultation closes on Friday April 26.



WSP House
70 Chancery Lane
London
WC2A 1AF

wsp.com