

Comment for planning application WSCC/052/20

Application number	<input type="text" value="WSCC/052/20"/>
Name	<input type="text" value="Martin Sutton"/>
Address	<input type="text" value="WOODSIDE, WANDLEYS LANE, WANDLEYS LANE, ARUNDEL, BN18 0QR"/>
Type of Comment	<input type="text" value="Objection"/>
Comments	<p>I wish to object to this planning application. The re-aligned A29 has been poorly thought out and stills begs the question 'Is it really necessary'? There is no evidence that the accumulated delay, encountered by negotiating all the new roundabouts, will be less than the present average waiting time at the existing Woodgate Crossing. It is very obvious that this road is being built, at a huge public cost (already up from 35M to nearly 55M before any construction commences), to facilitate access to land for developers to build thousands of houses. It will not assist local businesses either. The 'spin' that WSCC Highways have put on this, claiming more reliable journey times and better air quality, is completely unfounded. At present there are long delays in the morning northbound along Fontwell Avenue to the A29/A27 Fontwell roundabout. Similarly, in the evening the queues are of similar length southbound to the Eastergate roundabout. These will get worse if the road is built and given the planned route of the Arundel bypass, the traffic flow on the A27 will increase significantly and cause greater delays to A29 traffic trying to join or cross the A27. Frustrated by delays this results in some motorists breaking the speed limit and generates a greater risk to road users. Furthermore, with the existing road network, severe congestion occurs whenever there are large events at Fontwell Racecourse. If journey time from Bognor is reduced then that will deliver more traffic to the area creating greater congestion and even poorer air quality. There has been no project risk assessment carried out by Highways (nor will they conduct one) to establish the hazards and risks posed to road users associated with the proposed road. Instead they are relying on outdated and flawed procedures which they have used in the past (The Road Safety Audit (RSA) process). We all know of dangerous junctions and cycleways in the locality and yet these must have 'passed' the RSA process. No doubt this is a contributory factor to the high road casualty figures for the county. What is likely to happen is that deficiencies will be detected after the road has been built and then expensive safety modifications will be required when and if additional public funds can be found. The recent fiasco with the COVID pop up cycle lanes is a good case in point - great idea for selected locations not all over the towns and cities. In summary, there is no evidence that the new road will reduce journey times or improve air quality. Furthermore, there is a distinct possibility that the road will, in places, be less safe than the existing infrastructure to road users. For those reasons the planning application should be rejected.</p>
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Attachments	