Comment for planning application WSCC/052/20

Application number Name

WSCC/052/20

Martin Sutton

Address

WOODSIDE, WANDLEYS LANE, WANDLEYS LANE, ARUNDEL, BN18 OQR

Type of Comment Comments

Objection

This revised / amended application still shows no evidence to assure the safety of road users. There is mention of segregating work activities from the general public during the construction period, but nothing with regard to when the road is completed. There is only the subjective opinion of the Road Safety Audit which, time and time again, has shown to be inadequate to ensure risk is driven as low as is reasonably practicable. It simply provides nothing more than lip-service to safety. There should be a proper objective risk assessment carried out before the road is built. This is what happens in all the others modes of transport (maritime, rail and aviation) but Highways stay with what they have 'always done in the past' and resist progress. That is one factor why road safety is so poor. It should be mandatory to undertake a safety assessment thereby seeking to safeguard all roads users as they interact with one another. All hazards should be identified and then the frequency of the event be determined. The probability of the event then occurring should be determined which leads to a risk classification. If the risk is too high then mitigations should be sought to reduce the hazard. If this is not possible, or after mitigations the risk is still too high, then a re-design is required. All this is done before construction commences so you do not end up with a situation where known issues have not been adequately addressed and the safety of road users is compromised. The latest example of this deficiency in highways planning is the ridiculous situation of the junction where the road to Lidl joins the A29/A259 roundabout where cyclists and pedestrians are 'risking their lives' crossing the road. No doubt the Road Safety Audit said it would be OK and that shows the deficiency in that methodology. All the risks should be addressed before construction commences and not when they become obvious after it has been put into use, which is not only a more efficient way to operate but also cheaper. The traffic modelling does not seem to use realistic traffic flows which will exist when all the new houses are built, the total of which seems to be ever increasing. There is no allowance for the effect of events taking place at Fontwell Racecourse, something that itself can cause gridlock along the A29 as well as at the junction of the A29 and A27. The cumulative delay caused by the multiple new roundabouts is likely to equal the present delay caused by the Woodgate level crossing. This is likely to cause frustration to motorists who will make the extant speeding issues on Fontwell Avenue even worse. This application looks like an example of where the applicant has put business and corporate objectives ahead of the safety of the people who use the roads. Until the applicant can provide objective evidence that the road has been designed to be as safe as is reasonably practicable, thereby demonstrating that they have discharged their duty of care, the application should be refused.

Received

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Attachments