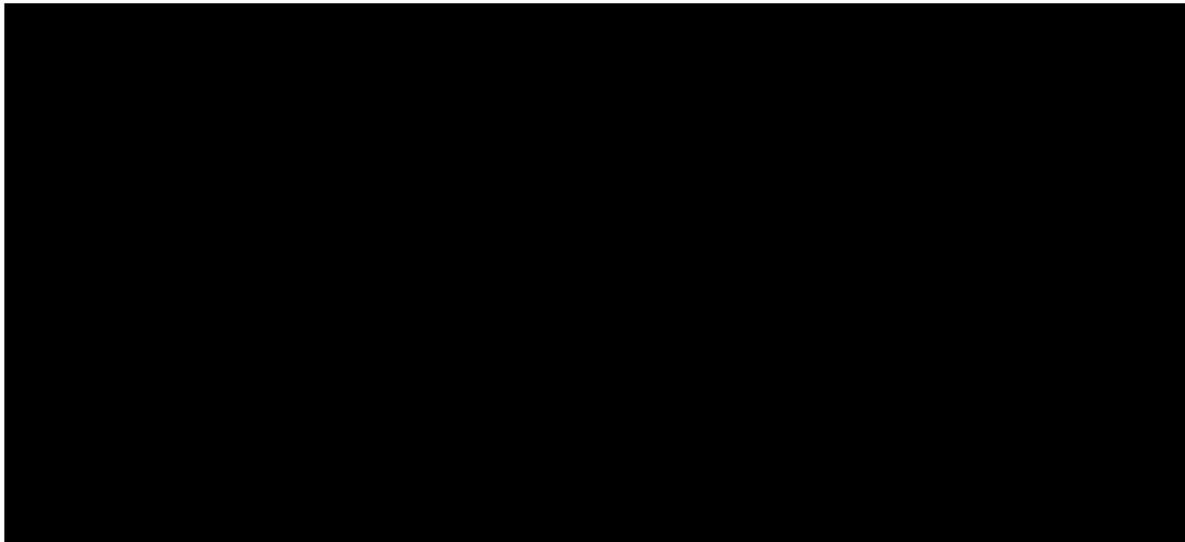




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From: Ren Kitchener [REDACTED]

Sent: 03 October 2022 08:29

To: Karl Roberts <Karl.Roberts@arun.gov.uk>; [REDACTED]

Cc: Planning <Planning@arun.gov.uk>; [REDACTED]

Subject: WA/73/17/OUT traffic assessment errors and the future re-submission

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Dear Mr Roberts and Mr Brown,

Mindful of the time pressures that you are under, I apologise for this long email.

I also hope that this doesn't have a negative effect.

I am certain that the Transport Assessment's road improvement proposal (for **WA/73/17/OUT**) is flawed, and I hope to explain why it's flawed. *Also, it's useful to suggest a solution.*

I also feel that any new Transport Assessment for Welbeck's proposed development (adjacent to West Walberton Lane and Wandleys Lane) will also be flawed, if the same 'errors' are not addressed sooner, rather than later.

BACKGROUND:

Welbeck's WA/73/17/OUT Transport Assessment requirements and recommendations:

Wandleys Lane, as it is, has been assessed to be unsuitable for emergency vehicle access, which reflects a Safety Assessment (by Dominic Smith/Peter Haywood) used for **WA/22/15/OUT** (Dandara Fontwell Meadows). WA/22/15/OUT's application also had conditions (for access into Wandleys Lane) put in place during the appeal, which excludes vehicle access or even temporary emergency vehicle access.

Wandleys Lane has **no speed control**, lighting or pavements. It is narrow, and it has weight, height and width restrictions. **Welbeck's transport assessment consultants have accepted this** (and the previous conditions set out for Fontwell Meadows) and have therefore submitted a design to improve the width and to add pavements as well as lighting for the shorter northern section of Wandleys Lane.

Finally, there is a design to improve visibility for the site's access (*seen as 'urbanising the character of the lane' by Highways*).

The outcome of the traffic flow measurements:

The transport consultants for Welbeck have used 'limited' traffic data to form an opinion of how the traffic will flow from/to the development. This limited data, based on localised monitoring, will have (wrongly) suggested a higher percentage of traffic that would use the shorter northern section of Wandleys Lane from/to the development.

IMPORTANT NOTE: This data had to be interpreted because there are no significant developments 'stitching' into Wandleys Lane to refer to.

The **non-traffic** use is also 'guessed' because there is no measured data included in the survey.

WANDLEYS LANE REAL USE AND WHAT WELBECK'S TRAFFIC ASSESSMENT HAS MISSED/OMITTED OR NOT RESEARCHED:

Despite the (incorrectly) signed cycle path along West Walberton Lane, the density of Cyclists that use Wandleys Lane is significant, and significantly higher than West Walberton Lane. The cycling density is higher during sunny/dry days and more so in the Summer. Wiggle weekend events have also used Wandleys Lane over the years.

Because my home-office overlooks Wandleys Lane, it is clear that Walkers/dog walkers, cyclists and horse riders **certainly** prefer to use Wandleys lane as opposed to Fontwell avenue, to reach Slindon Woods and the National Park/s, including the South Downs Way. This also includes school children going to Ormiston Academy, Barnham Primary and Phillip Howard to avoid the dangerous West Walberton Lane and the noisy/fast Fontwell Avenue Road (A29).

The 'Special Needs' accommodation along Arundel Road also sees a lot of their children/adults using Wandleys Lane.

This non-vehicle traffic **WILL** increase (and has increased) due to the large developments at Eastergate and along Fontwell Avenue, and from/to Fontwell Meadows, in view of the two proposed Footpaths/cycle paths entering Wandleys Lane from Fontwell Meadows. Also, the numerous smaller developments that are being 'stitched' into Wandleys Lane, will create added access points and more pedestrians.

Children from any Welbeck site **WILL** use Wandleys Lane **southbound** to get to the main schools, which is not supported by a bus service (due to the relatively short distance to the main schools). *Offering a developer funded school bus service would, like all other developer promises, be withdrawn within a year or so (this is a sad fact that's observed in abundance).*

Beyond any doubt, the dominant school run traffic from any proposed Welbeck site will use the unimproved southern section of Wandleys lane by parents not wanting their children to walk the 'unimproved' southern section of Wandleys Lane.

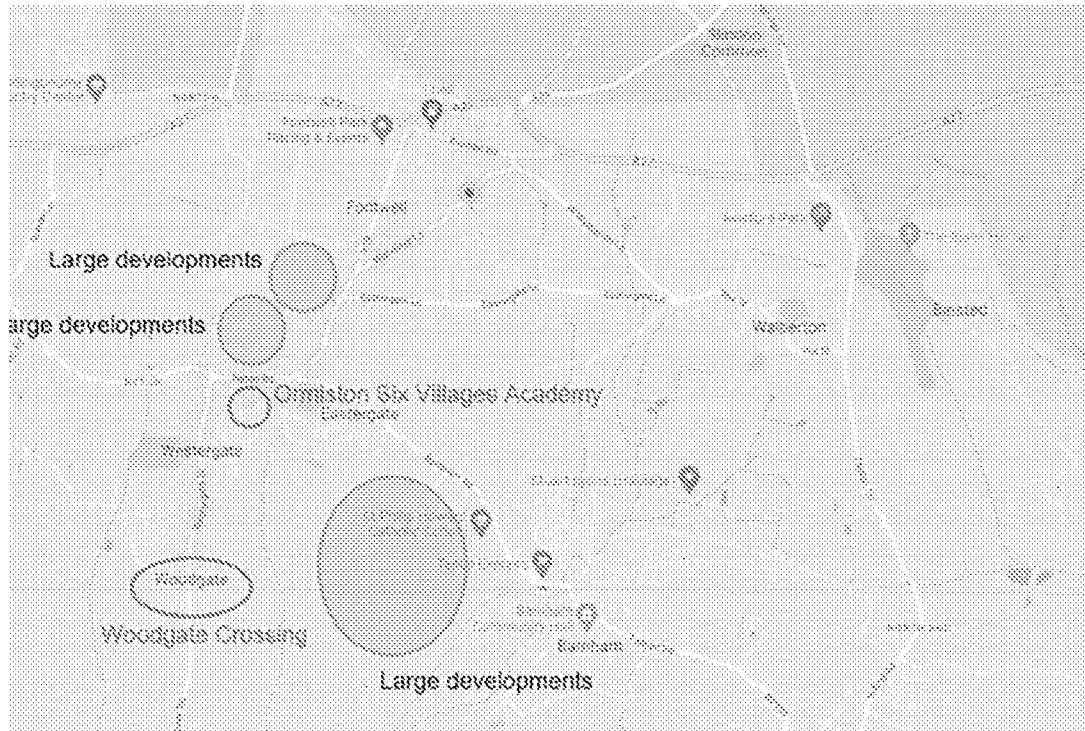
FONTWELL VILLAGE'S USE OF WANDLEYS LANE

Counter to the transport assessment's flow and density data conclusions, most of Fontwell Village, that are bound for the A29 South, and in some cases for the A27 West (using Level Mare Lane), will use Wandleys Lane to avoid the Fontwell Roundabout – which is set to include Traffic Light control in the future. **This will also be true for the Welbeck development.** NOTE: Moving the access point for the Welbeck development to West Walberton Lane will not change anything – it will simply move the access point to another place.

THE TRAFFIC ASSESSMENT ERRORS EXPLAINED WITH VALID DATA TO REVEAL THE ERRORS:

The mornings will comprise the most significant traffic flowing northbound for the following reasons:

- a) The Bishop Luffa School bus pick up point along Arundel Road. Wandleys Lane is used to bypass the Fontwell A27 roundabout, but it is not used as much for the return journey, because it's a little easier to get to the A29 southbound from the Fontwell roundabout.
- b) **Bognor's A29 Traffic** uses Wandleys Lane to bypass the Fontwell A27 roundabout for Eastbound traffic along the A27 (which should be discouraged for safety reasons). Proof of this is because the traffic through Wandleys Lane is predictably heavy with long periodic breaks – this is because of the Woodgate rail crossing, which interrupts the flow at set times. This will increase because of the proposed 3,000+ homes planned for Barnham.



THE FUTURE USE

With the eventual realignment of the A29, combined with the new places of employment and education planned as part of Arun D.C.s Bognor Regis Regeneration initiative (which is a good thing), there will be an increase of traffic using Wandleys Lane (southbound from Fontwell Village, which is expected to expand a little) and from any proposed development by Welbeck.

A SOLUTION

If it is deemed that road improvements are required for the northern part of Wandleys Lane, then the same argument must be applied to the southern part of Wandleys Lane, if the dominant flow of traffic uses the southern part.

Bearing in mind that the slip road access from the A27 (westbound) is planned to be closed when the Arundel Bypass is finalised. This is important because you don't want A27 traffic using Arundel Road/Wandleys Lane to get to the A29 southbound.

The southern part of Wandleys Lane **MUST** provide a safer **cycle path** to the main schools, Barnham/Westergate and Bognor Regis - which will be extensive once the A29 is realigned.

West Walberton Lane (approximately half a mile of unlit and unpaved single-lane road) is **NOT** a safe cycle path or bridleway, contrary to the signage (particularly in view of the space drivers need to give horse and cyclists now). *See also Cllr E. Kuss's report submitted to W.P.C. and W.S.C.C.*

The above would be true even if access from the Welbeck development is equally distributed between the north and the south directions, if road safety improvements is the primary concern, where the south poses a higher safety risk because of the blind bends, the length and the increase in access points gradually being stitched into Wandleys Lane. 'Selective safety' shouldn't be an option i.e. improving only 25% of the lane would be a 'half-baked solution'.

This also includes the two proposed foot/cycle path connections into Wandleys Lane, from Fontwell Meadows, which strongly suggests the preferred use of Wandleys Lane for pedestrians, cyclists and horse riders.

Without doubt, the traffic from the Welbeck site will dominantly use the southbound part of Wandleys Lane, which will be at the highest during school term.

I firmly believe that the best solution would be a safety improvement to the southern part of Wandleys Lane and/or to make the Lane a Cul-De-Sac so that there is no encouragement for heavy/dense A29 traffic using Wandleys Lane to bypass the Fontwell roundabout (which is set to increase).

Food for thought - Making Wandleys Lane a cul-de-sac south of Welbeck's proposed access point will then uphold Welbeck's northern road improvement argument.

I also believe that developers should contribute to making pleasant and safer road networks for the benefit of horse riders, cyclists and pedestrians, rather than choosing ineffective or least expensive fixes.

There is an opportunity to make Wandleys Lane safer, more functional and beneficial for non-traffic use rather than just a short cutting 'rat-run' for cars and vans - particularly because there is a perfectly good A29 main road with direct access to the A27.

The downside is that the ecology and the natural character of Wandleys Lane will be destroyed, and it's against the initiative to preserve hedgerows and trees along roads.

I hope that this makes sense and that you believe this too.

Thank you for taking the time to read this,

Kindest regards

Ren Kitchener.