

Aldingbourne Parish Council

2nd April 2019

Briefing Paper re Proposed A29 Realignment

The Parish Council recognises that the principle of an A29 bypass, together with Strategic Housing Allocation, have been approved through Arun's Local Plan. The Parish Council is therefore not seeking to oppose the road but is raising some significant concerns.

The Parish Council have argued that the road should be built in advance of the housing in order to relieve the considerable increased traffic congestion and disruption that will arise from a decade of house building.

However, the inevitable reliance on private sector finance, which will be released gradually as housing progresses, will inevitably mean that the road is constructed in a piecemeal manner leading to increased congestion, disruption, and air pollution.

The Parish Council does not believe that the road is underpinned by a strong business case. The number of houses required to finance the road has increased to 4,200, with the additional number being constructed after 2032. This means that the road will not be completed until after 2032 and, taking into account inflation over that period, it is unclear if there will ever be sufficient finance to complete the road. WSCC should agree to guarantee / underwrite the cost of completion if required.

The southern end of the proposed by-pass reconnects with the current A29 south of the Lidsey Bends taking traffic through the village of Shripney rather than connecting directly to the Bognor by-pass. The Parish Council understand that this is based on grounds of cost but it potentially undermines the logic of an A29 by-pass.

The Parish Council objects to the road link between the proposed A29 by-pass and the existing A29 route through Westergate proposed in the Cala Homes development. This route would pass through a biodiversity / green corridor which has considerable landscape and recreational value. This route would add significant congestion to the existing A29 and would increase rat runs down Hook Lane and Nyton Road which are narrow and unable to cope with increasing traffic volumes arising from current planning consents. The money for this link road would be better spent improving the road to the south, avoiding Shripney.

The Parish Council can find no evidence that the increasing traffic congestion and development of rat runs has been considered in the report, nor does there appear to be a long-term analysis of road capacity with or without the route.

Recommendation

That the above comments are submitted as the Parish Councils response.