

## QUESTIONS - Walberton

1 Change in Traffic Flows page 19.

Why is there 42 % more traffic through The Street – where is it coming from? MP said it is to relieve Storrington? Rumoured to be from A29 but Page 19 states that traffic will reduce by 18% so that does not make sense. **Due to increase on A27. It will attract more traffic – new roads do that.**

2. Why does the increase stop at the bottom of Tye Lane? Where is it going? **Along Eastergate Lane.** And Barnham Lane which isn't even shown? **Yes some will go along Barnham Lane**

3. where are the calculations for the increases in those lanes? **Don't have them**

4. why is that ok? **Alan Feeney. Its not ok. Andrew Jackson "that's an interesting question...." I'm not happy about it "(or something like that )**

4a. Noise fig 11-2, 11-3, 11-4 explain please why traffic reduces on A29 but noise level increases. Why is it as noisy in The Street as adjacent to the bypass!!! **Need to speak to Matt – (I couldn't get to him)**

5. So as 1300 extra vehicles is a 42% increase the the existing/ proposed traffic in the village is/ will be 3095 vehicles per day? **Yes.** Is that a total two-way count ? **Yes.** But the extra 1300 will be going west? **Yes when Fontwell is congested.**

6. how will the bypass be lowered into the water table. Spring line emerges at the pond line in golf course and runs down Tye Lane. Where will water in the cutting be pumped to? Have they calculated for the loss of water storage volume. Have downstream impacts been calculated.

7. The MP stated “ lowering of Tye Lane to lower the height and therefore visual impact of the A27”

8. Reason for 50 mph limit road safety – bend alignment? **Yes.** So if the rat running is stopped and the additional traffic on the A27 reduces the time saving, there is no way you can turn round and say that this alignment can take 70mph traffic to get the time saving back. **Alan, No this alignment cannot meet 70mph standards.**

MP letter states “Some progress has already been made so far as the result of dialogue between National Highways and local elected representatives including myself. These aspects include road design and a 50mph speed limit on the western end of the scheme, which will reduce noise and bring environmental improvements”. **50mph will reduce noise but its not the reason the speed limit is 50mph.**

9. The 50mph is unusual for a dual carriageway trunk road and will be widely exceeded. How will 50 mph be enforced? Average speed cameras? **No the police are happy with a provision made for them to do speed check at top of Tye Lane.** Well that won't work for much of the 50 mph section. **Its up to the police – they are happy with it.**

10. The Changes in Journey Times (9.3 minute saving) includes the existing queues at Crossbush but does not include the additional new queues that will be created at Fontwell. **No** Will these not just cancel out any benefit? **Benefit is 6 minutes if Fontwell included.** Is this not misrepresenting the benefit?

11. What is happening to old A27. The bridleway crossing should be improved for horse riders. Very dangerous at present. To the extent that I doubt its ever been used.