

Speaking notes /Statement

From Anne Brierley

App/A1720/W/21/3272188 on 3rd August 2021 Land East of Downend Road.

What has changed since the last appeal almost 2 yrs ago. The biggest change by far was the Covid situation. This has effected everyone in different ways.

The bus rapid transit has not yet materialised and The transforming cities fund is said not to go out for consultation till later this year. The F3 bus has been removed from the bus transport list. Only two buses now. How people are going to be persuaded to use the buses given the distance to bus stops and the sites locality remains to be seen.

The traffic numbers have varied because of that Covid situation. On Downend Road bridge last year we had the tragic accident of a young person in a car, with another accident on 1st July on the bend just south of the bridge. ALL traffic including coaches & lorries were again routed round The Causeway, St. Catherine's and the Ridgeway back out to the A27 from both directions. This situation arises every time there is an accident on the motorway or the A27. Side roads become rat runs and short cuts to avoid queuing traffic or the lights.

Downend Road, A27, the A27 slip road to the M27 motorway form a box, anyone living within the box have two options in getting to their homes but only one way out ,which is back onto Downend Road ,often queuing to get out. Entrance in can be made via Cams Hill, off of the A27. This is where most rat running starts from.

The option put forward for the bridge is still a danger , with many more pedestrians using the bridge since Covid to access the circular public right of way, (Allan Kings Way). With many more likely to use the bridge if the HA4 site goes ahead. I walk this route most days. I've met people that never new of its existence and others that said they double back on themselves so as to avoid the danger of the bridge. It's a beautiful area with lovely views and should be accessible to all with out the fear from crossing the bridge.

At the previous appeal the inspector said that changes needed to be made to the bridge to make it safe for ALL users . In view of what he said when he made his decision I don't see that that (option 4) is any safer at all for pedestrians and is virtually the same as option 3 which was dismissed.

Many over sized vehicles cross this bridge, and i have submitted many photos over the years for evidence . There are not just one or two but several each hour. In one hour Sep 2020 I counted 4 coaches, 1Veolia bin lorry, a tractor and two large lorries. What would happen if one of these had an accident on the bridge. Coaches are much quieter now, try walking over the bridge with a large coach approaching you from behind, even walking tight to the parapet wall with the coach passing in the centre of bridge you can feel it's draft, it's scary particularly if you should be near the centre of the bridge where the parapet curves inwards and the strip of footway is at its narrowest. Even with a 2mtrs footway there's still the danger that groups of pedestrians, young adults, mothers with prams and toddlers, passing each other, could become close to the outer edge and still be in the same proximity to vehicles as you would of been before the new footway.

Having traffic lights on the bridge with a single lane carriageway will delay the flow of queuing traffic not just from the numbers of cars but from the great distance between the lights two stop lines. Cyclists particularly going north, could cause a delay as they will be slower moving across. If traffic

returns as it was pre-covid and who can predict what will happen, I wouldn't mind betting traffic will tail back to the motorway bridge and in the opposite direction tailing back past the Thicket.

The desk top surveys , traffic assessments and modelling never match the observations of the residents and one day of auto photos, taken once an hour every hour are not a true assessment or representation of the road.

Any highway assessment done in 2020 may not be sound as reduced traffic movements from Covid may well increase.

Traffic from HA4 350 homes and the now publicly known and recently added HA56 into the Local Plan, a new housing allocation with yet another 550 homes & school West of Downend Road. These combined is sheer madness. The developer hopes to phased in and follow on from Land East of Downend Road putting a road across the development onto the A27 down slip road, and crossing to Downend road. North from HA56 site across the M27 is a Gas Gov. high pressure gas reducing station and a power station. Three gas lines run the length of Paradise Lane. What effect will it have on construction. How on earth does anyone believe that more traffic will not effect the operation of Downend Road or traffic from the Motorway.

Lastly how are the three reduced size lanes at the Downend / A27 junction going to function. will the owner of number one Downend Road be able to turn into his drive. I recently spoke to the owner about this. He said he has lost so much sleep over it and spent so much money looking into it that he's had to forget about it as I was making him I'll.

As far back as Feb 2019 I asked the same question writing to HCC. Also asking about HGV's I had a reply back.

Quote.:

The design for the proposed improvements at Downend Rd/A27 junction have been reviewed by SIGNALS engineers, and HCC is satisfied the design meets the required standard and accommodates the traffic required to use the junction. HGV movements were recorded within the survey data supporting the application although these were minimal in number. Therefore 16.5m long articulated lorries have been tracked through the junction, which given the weight restriction on Downend Road, are an overestimation of the typical type of larger vehicles using the road albeit has been tested for robustness. This assessment has demonstrated that the junction will continue to accommodate these vehicles if necessary for access.

The proposed access arrangement across a standard footway width is a common arrangement, even with close proximity to a signal junction. Concerns regarding access to individual properties are a matter for discussion with the individual property owners at the pinot of detailed design for the scheme by developers.

End quote.

I have lived in the same home close to Downend Road for 38 years. If these developments go ahead then the residents will have years of upheaval, misery, noise, dust, pollution, traffic congestion from so called highway improvements, further reduction in air quality, loss of green space, loss of wild life and their habitats and a detrimental effect to their quality of life, health and well being.

The beautiful area we live in is going to become unrecognisable and changed for ever.

