

Inconsistencies in consultation

David Cooper of One Arundel lists the promised benefits of Arundel bypass route 5A (18 July). His logical fallacy is to attribute these only to route 5A. If those benefits happened, they would happen with any improvement to the traffic flow at Arundel.

Highways England promoted 5A in 2017 with traffic figures suggesting 5A relieved Storrington much better than its other options. This convinced many bodies, such as Horsham District Council, to support 5A.

Now, Highways England's own report (the Scheme Assessment Report of June 2018) has new traffic figures suggesting traffic relief to Storrington would be much the same with all the options.

It is not acceptable to destroy part of the South Downs National Park and ruin Binsted Woods and two villages on the basis of this faulty consultation and inaccurate promotion of the most damaging route. These inconsistencies invalidate the consultation and form part of my legal case against Highways England.

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