

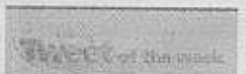
What's on the web

www.littlehamptongazette.co.uk
[facebook.com/littlehamptongazette](https://www.facebook.com/littlehamptongazette)
twitter.com/LhamptonGazette



The five most-viewed stories on our website this week

1. Dapper Laughs show axed by ITV2
2. A27 set to get green light for major improvements
3. Probe launched into ferry crash
4. Car set alight on Littlehampton bypass
5. VIDEO: Driver 'lucky to survive' after Land Rover flips



It is a beautiful sunny day in Littlehampton. A nice day to be sailing. Would love to be out there #besidethesea pic.twitter.com/JeFOYIHwz @jpchilly

Follow us on twitter
LhamptonGazette

Important not to bypass the facts

The contentious issue of the A27 bypass around Arundel has hit the headlines ('Bypass battle front splits town' - Gazette, November 6), hopefully, just in time.

On December 3, the Chancellor of the Exchequer is expected to make an announcement that could be at odds with the wishes of all those affected by the potential route of a bypass - a route that may be based on false premises.

Only one or two of several alternative routes seem likely to survive the planning process and both of these will spoil the Arun valley below the town.

They will also spoil other villages and valuable countryside.

Why can't most of the existing A27 be improved together with a much shorter new section from Crossbush to the existing roundabout near the bridge over the Arun?

It is hard to see why this would not be cheaper and less destructive than the so-called 'offline' routes still in the frame.

It is said that such a solution would divide Arundel, but it is a fact that the A27 already divides the town, and whichever solution prevails, is bound to involve compromises.

Whatever the pros and cons of this argument, it is evident that this crucial stage of the process may result in an imposition upon our community of a major development that is based upon out-of-date studies. Interested parties who claim to represent our best interests, without providing proof of such assertions, seem to be promoting an inappropriate solution to traffic congestion when better and cheaper



FOCUS ON YOU

Have you taken a great picture recently? Email the image - and a few words about it - to letters@littlehamptongazette.co.uk and we'll publish the best ones.



Sir Peter Bottomley, MP for Worthing West, including Rustington and East Preston, sent in this picture of himself paying his respects at the Remembrance poppy installation at the Tower of London

solutions may exist.

Whatever your views may be on the best solution to traffic delays into and around Arundel, or whichever route for any bypass you consider best, can we all please unite in demanding a transparent debate that includes disclosure of all the relevant up-to-date facts before an irrevocable decision is made?

We have been promised consultation, but this will prove a hollow promise, especially after December 3, unless a frustrating delay (that is often measured in minutes) to one's journey is balanced against the preservation of our enviable town and its environs.

Mike and Lesley Collyer
Tarrant Wharf
Arundel

Sad about story

I was obviously glad that the Littlehampton Gazette had the resources to send their reporter Tom Cotterill to the meeting about the proposed Arundel bypass, arranged at the St Nicholas Church, London Road, Arundel, on the evening of Monday, November 3. The meeting had been arranged by a local Arundel group to inform residents about the plans that seem to be emerging for a new bypass for the town. The meeting was in the church as a previous one at the Town Hall had been so oversubscribed that allegedly 200 interested locals could not join the 100 locals due to fire regulations.

I was impressed by the headline 'Bypass battle

splits town' on the Thursday, November 6, edition of the paper.

What saddened me was the reporting of what I had said, I stated that the Department for Transport's guidance on the design of roads and bridges requires a rural dual carriageway to be 26 metres wide, not 'potentially 15 metres wide'. I did not say that 'great swathes of Binstead Wood would be jeopardised by the redevelopment' (how can a new build be a redevelopment), I stated that the corridor through the woods would be c.40 metres wide after allowing for banks and verges and fences to stop the deer.

I do find it really sad that when locals go the extra mile to inform their peers and

fellow stakeholders in the community of the potential impact that the Pink and Blue or preferred Route A could have on the local geography and local views, that what was presented was not reported accurately.

Philip Gadsby
Queen Street
Arundel

Build road now

While I can appreciate the concerns of people living near the proposed route of the Arundel bypass, unfortunately it's a fact of life that many of the country's roads need drastic improvements.

Obviously, there will be some disruption during the construction, but once it's completed and the vegetation is regrown, it will merge into the landscape, like railway lines and motorways.

I just hope that when it is built, it's wide enough to cater for future needs instead of, as has been necessary on the M25, constantly adding more lanes, which results in more disruption.

Those of us of a certain age can look back nostalgically to a time when few people owned cars and congestion was virtually unknown, but how many would really want to go back to relying purely on public transport?

Can you imagine if the existing motorway system, which is already inadequate, hadn't been embarked upon back in the 1950s - where we would be now? The country would be gridlocked.

Please look at the traffic jams on the A27 from the east at Crossbush and the end of the dual-carriageway to the west of Arundel and let the bypass go ahead immediately.

Eric Ball
Old Manor Road
Rustington