

Letters to the editor

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Arundel bypass: wildlife has a way of adapting to change

It seems Emma Tristram (WSG July 4) has decided to muster all the troops, which apparently amount to 4.5 million plus! These are made up of supporters of the ten NGOs, (Non-Governmental Organisations) which include Friends Of the Earth and The Woodland Trust, who organised the templated email response campaign against 5A, plus the CPRE and seven other, I assume national, organisations. It seems then that the entire UK is being

brought in to fight an offline Arundel Bypass.

Whilst I respect their views, like it or not, this country desperately needs more housing, which will require more efficient road and rail links. Arundel, and the surrounding districts, will get their fair share in the future, and yes, probably, on green fields too. Along with that, we will, and do need, improved and new infrastructure. A "proper" Arundel Bypass should be

part of that.

Emma Tristram points us to her, and her supporters', favoured "New Single Purple Route, as a "way of improving tailbacks without damaging the countryside" This, like the old Purple Route, would still have single carriageways meeting dual – not a good idea. The A27 is a major road and needs to have dual, not single carriageways, which are neither efficient or sufficient. The Purple Route still brings the road back towards the

town and so continues to thrust air and noise pollution on the town and its residents. It joins the existing road, just before the river bridge at the Ford Road Roundabout, then there's an extension of the bridge over the roundabout and an underpass crossing underneath it, and roads and junctions coming and going, to and from, all different directions. The town would remain split in half by a complicated puzzle of junctions with roads over

and under. The area would be a traffic hub. The chaos and upheaval on and around the A27 that would be caused by the construction of this project would be enormous. Ask the people who live nearby, and in and around the town, what they would think of all that, let alone those who use the road!

This road, so wrongly called The Arundel Bypass, is really just a Relief Road. The Purple Route, old or new, is not fit for that purpose and

would be just another relief road.

I've read that the M1 motorway now has more flora and fauna and wildlife on its banks and surrounding fields than was there before the road was built.

As someone very effectively pointed out at the Arundel Bypass Consultation Meeting, wildlife has a wonderful way of adapting to change, human beings do not.

COLIN STEPNEY

The Causeway Arundel