

# Survey results:

## Local Plan Business Survey Report

July 2014



## 1. BACKGROUND

- 1.1 This survey was run on behalf of Arun District Councils' Planning and Economic Regeneration Department. As the local planning authority for Arun<sup>1</sup>, the council has overall responsibility for setting out the strategic priorities for future development in the local planning authority district of Arun.
- 1.2 The main part of the survey relates to the local transport infrastructure, as the council believes that efficient transport is a key factor in business success. A secondary section asks businesses for their intentions regarding commercial and/or industrial property so that local demand for the next 12 months can be estimated.
- 1.3 89 responses were received. Although this represents a lower than 3% response rate<sup>2</sup> of the businesses contacted, past experience shows this to be a good response for a survey of local businesses. In addition to the Arun Business Partnership's electronic mailing list, the following groups were contacted requesting them to forward the survey to their members: The Bognor Regis Traders' Association; the Littlehampton Traders' Partnership; the Arun Tourism Providers' Group; Bognor Regis Ltd; Bognor Regis District Chamber of Commerce; and the Federation of Small Businesses (Arun & District Branch).

## 2. EXECUTIVE SUMMARY

- 2.1 Asked to indicate level of support for each of a list of five broad potential improvements to the transport infrastructure in the District, businesses broadly support 'improvements to road junctions, roundabouts etc' and 'improvements to the cycling infrastructure', followed by 'the closure of railway level crossings, replaced by bridges', 'increased train frequencies' and 'increased bus frequencies'.
- 2.2 There is a division of opinion regarding 'the closure of railway level crossings, replaced by bridges'. Whilst a majority of 59% support this approach (44% strongly support and 15% broadly support); 27% oppose it (17% are strongly opposed and 10% are broadly opposed).
- 2.3 There is a polarisation of views regarding the proposal to realign the A29 road with the aim to create a better link from the A27 to Bognor Regis (involving a new road which would potentially run in between Barnham and Woodgate and include a bridge over the railway line). A majority of 52% support the proposal whilst 36% oppose it.
- 2.4 69% of respondents view the A27 around Arundel as a major traffic bottleneck.
- 2.5 Asked to consider each of the main 'A' roads crossing the district and rate how much a problem they feel that congestion on each is for their business, the A27 is

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<sup>1</sup> Excluding those parts of the district within the South Downs National Park.

<sup>2</sup> A sample of 89 is subject to a maximum standard error of +/- 10.3% at the 95% confidence level on an observed statistic of 50%. Thus we can be 95% confident that if the whole population had responded the actual figure would lie between 39.7% and 60.3%

seen to suffer from ‘rush hour congestion’; ‘bottlenecks caused by road design’; ‘seasonal congestion’; and ‘delays caused by roadworks’. ‘Rush hour congestion’ is also a problem on the A29 and A259 east and west. A noteworthy response is the 44% who mention ‘level crossing delays’ on the A29 (at the Woodgate crossing).

- 2.6 Respondents were asked how the replacement of level crossings by bridges would affect their business. The three where the economic benefit is seen as being highest are the A29 at Woodgate; Ford Road at Ford Station; and the A284 Lyminster Road at Wick. These are the only full-barrier level crossings located between the A27 and the A259. The other five are either half barrier crossings (with shorter delays) or are full barrier crossings located to the south of the A259.
- 2.7 38% see replacing the Woodgate crossing with a bridge would bring ‘a huge economic benefit to their business’.
- 2.8 Transport issues mentioned at the end of this section include: the volume of traffic on the A27; new houses which leads to more out-commuting traffic; the length of time Network Rail decides to keep level crossings closed; the delay in completing the Bognor Regis northern bypass; potholes on most roads; the slow speed of trains to London; and the general location of the district.
- 2.9 Responding businesses were asked whether they plan to move or expand over the next 12 months. Almost three-quarters (72%) had no plans to move. Of the remainder there was a spread of types of premises they planned to move to, however a lack of suitable good quality/affordable business premises was a theme.
- 2.10 50 respondents (60%) said they would be willing to take part in further consultation on this subject.
- 2.11 There is majority support for the proposals/potential improvements outlined in the survey (see above), however it is worth noting that, for the minority who provided comments, the following themes emerged:
- The A27 is the main congestion hotspot and needs addressing first.
  - Level crossings can be avoided if necessary.
  - Could Network Rail reduce the length of time that full barrier level crossings are closed?

### 3. KEY FINDINGS

- 3.1 Respondents represent a cross section of industrial sectors (table 1). The top three, accounting for 47% of respondents, are all in the service sector<sup>3</sup>. Overall, only 13% are not service sector (9% in manufacturing and 4% in construction). Responding businesses accounted for almost 3,000 employees. The sectors accounting for the majority of this employment are: education (1,323); accommodation (542); wholesale/retail (413); and manufacturing (316).

**Table 1 - Industrial sector of respondents (sectors with 2+ respondents)[Base: 76]**

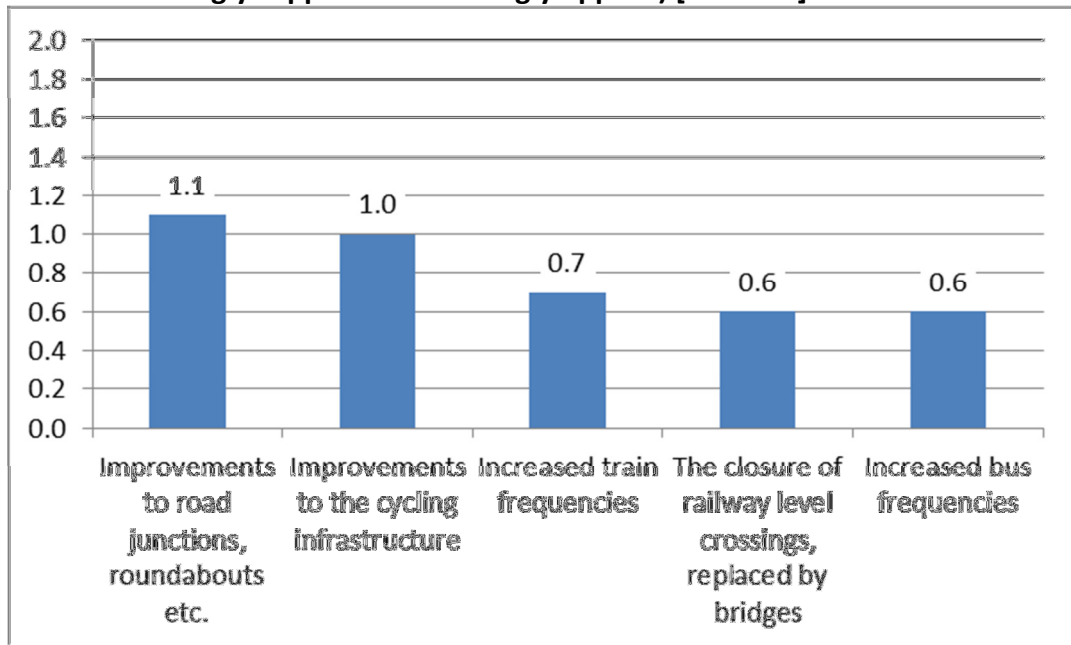
Industrial sector	Number	Percentage
SECTION S: Other service activities	18	23%
SECTION G: Wholesale and retail trade; repair of motor vehicles/motorcycles	10	13%
SECTION I: Accommodation and food service activities	9	11%
SECTION C: Manufacturing	7	9%
SECTION J: Information and communication	5	6%
SECTION K: Financial and insurance activities	4	5%
SECTION M: Professional, scientific and technical activities	4	5%
SECTION P: Education	4	5%
SECTION R: Arts, entertainment and recreation	4	5%
SECTION F: Construction	3	4%
SECTION L: Real estate activities	3	4%
SECTION Q: Human health and social work activities	3	4%
SECTION H: Transportation and storage	2	3%

- 3.2 The main section of the survey focussed on the transport infrastructure of the district. Whilst this is primarily the responsibility of West Sussex County Council and the Highways Agency, the District Council has a key role in influencing and safeguarding strategic transport investments and improvements in Arun. This is achieved by gathering evidence to support transport strategies which are in turn implemented as policies and objectives in the Arun Local Plan, so the survey responses will help the district council to develop a sound Local Plan that reflects the needs of the Arun business community.

<sup>3</sup> The most often mentioned sector “other service activities” (a residual category) includes the activities of membership organisations, the repair of computers and personal and household goods and a variety of personal service activities not covered elsewhere in the classification.

- 3.3 Respondents were asked to indicate their level of support for each of a list of five broad potential improvements to the transport infrastructure in the District. Figure 1 shows the average (mean) scores for each potential improvement. Potential scores range from +2 (strongly support) to -2 (strongly oppose), with 0 being broadly neutral<sup>4</sup>. 'Improvements to road junctions, roundabouts etc' and 'improvements to the cycling infrastructure' both score around +1 (which equates to 'broadly support'). The other three proposals, 'increased train frequencies', 'the closure of railway level crossings, replaced by bridges' and 'increased bus frequencies' all score around +0.6; still in support, but slightly less so.

**Figure 1 – Overall level of support for potential improvements (sorted by mean score: +2=strongly support to -2=strongly oppose) [Base: 89]**



<sup>4</sup> The chart axis does not show minus scores (i.e. down to -2.0) as all recorded scores are positive. Table 2 shows the 5 point scale used.

- 3.4 Table 2 shows the spread of support for each potential improvement. This highlights a division of opinions regarding ‘the closure of railway level crossings, replaced by bridges’. Whilst 44% strongly support this (almost as many as those strongly supporting ‘improvements to road junctions, roundabouts’), and a further 15% are broadly in support (59% support); 17% are strongly opposed and 10% broadly opposed. This is far higher level of opposition (27%) than to any of the other potential improvements (the other four have between 6% and 8% respondents opposing them).

**Table 2 – Support for potential improvements (sorted by mean score, shown in figure 1) [Base: 89]**

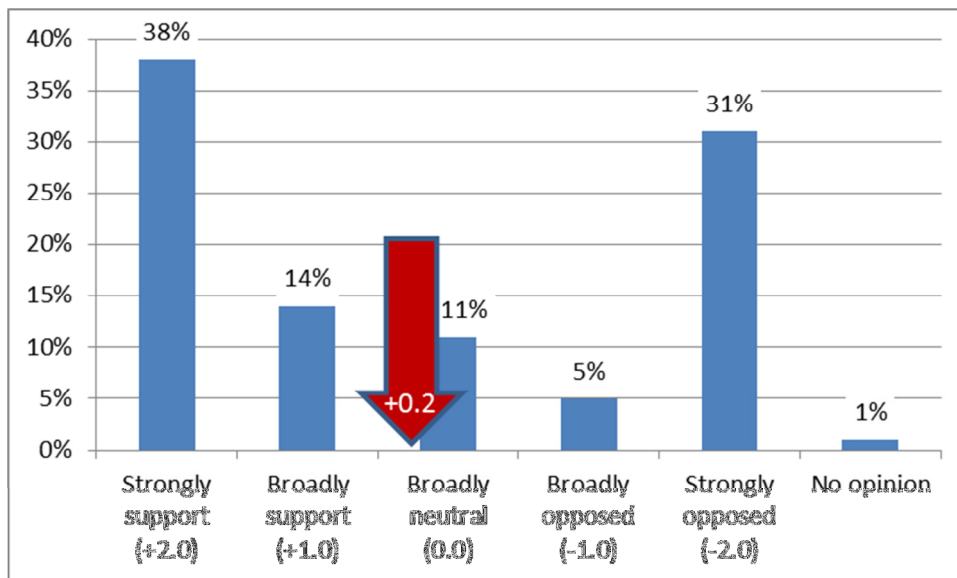
	Strongly support (+2.0)	Broadly support (+1.0)	Broadly neutral (0.0)	Broadly opposed (-1.0)	Strongly opposed (-2.0)	No opinion
Improvements to road junctions, roundabouts etc.	46%	30%	16%	4%	3%	0%
Improvements to the cycling infrastructure	37%	34%	19%	2%	6%	2%
Increased train frequencies	25%	28%	37%	4%	2%	3%
The closure of railway level crossings, replaced by bridges	44%	15%	12%	10%	17%	2%
Increased bus frequencies	24%	26%	39%	5%	3%	3%

- 3.5 Respondents were invited to add comments on the above. Just 31 provided comments; these are shown in full in the appendix on page 16. A summary is provided below:

- *All long overdue.*
- *The A27 is the main traffic bottleneck. This needs addressing before anything else – an Arundel bypass before, for example, addressing the A29 Woodgate crossing.*
- *Reduce the length of time that level crossing gates are closed.*
- *Need safe cycle routes to encourage people to leave their cars at home.*

- 3.6 The next question looked at one specific potential improvement to the local transport infrastructure. This is a realignment of the A29 road with the aim of creating a better link from the A27 to Bognor Regis. This proposal would involve a new road which would potentially run between Barnham and Woodgate and include a bridge over the railway line. Figure 2 shows a polarisation of views, resulting in an average (mean) score of +0.2 (i.e. slightly in favour) on a scale between +2 (strongly support) and -2 (strongly oppose). In percentage terms, 52% support and 36% oppose.

**Figure 2 - Views on the potential realignment of the A29 [Base: 89]**

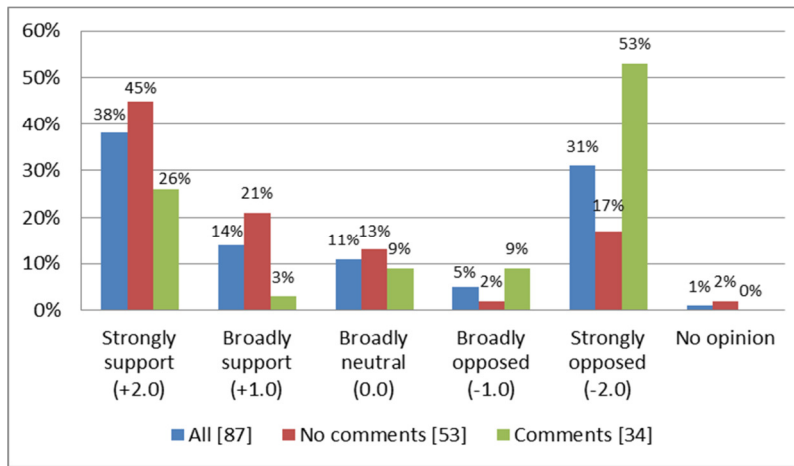


- 3.7 In number terms, 33 respondents strongly support, 12 broadly support, 10 are broadly neutral, 4 broadly oppose, and 27 strongly oppose the potential realignment of the A29.
- 3.8 Respondents were invited to add comments on the above. Just 35 provided comments; these are shown in full in the appendix on page 17. A summary is provided below. Please note that whilst 52% of respondents support the potential realignment of the A29 and 36% oppose it, just 29% of those who provided comments support the scheme whilst 60% oppose it - showing that a higher proportion of those opposing have opted to provide comments. The summary below reflects this balance:

- *Hurry up and get this passed.*
- *This should have been implemented years ago to make access to Bognor town and area much quicker.*
- *Bognor Regis has been strangled for years because of lack of decent roads and gridlock when A259 and A29 are flooded/closed/busy.*
- *Improving the A29 link would just add to the congestion on the A27.*
- *Improve the A259 east-west bypass/relief road to reduce traffic using the A29 route.*
- *The A29 is adequate and of little consequence to business in Bognor.*
- *A lack of economic justification/don't want it.*
- *Reduce the length of time that the Woodgate crossing is closed for trains.*

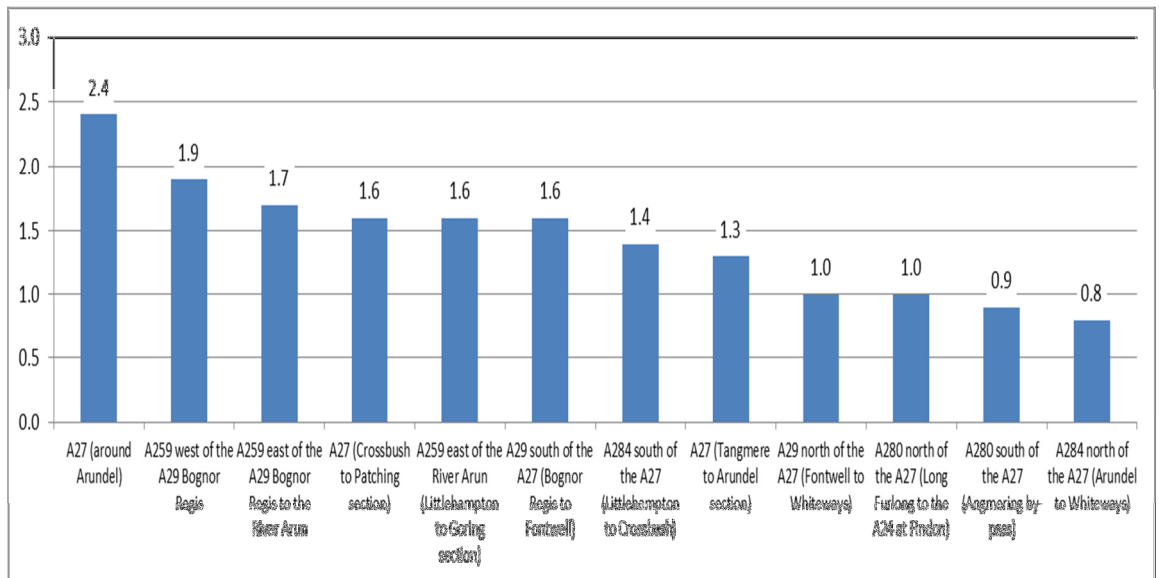
3.9 Figure 3 shows the differences<sup>5</sup> in views between those who did and those who didn't provide comments.

**Figure 3 - Views on the potential realignment of the A29 [showing differences between those providing comments and those not providing comments]**



3.10 Respondents were asked to consider a list of the main 'A' roads crossing the district and rate how much a problem they feel that congestion on each route is for their business<sup>6</sup>. Figure 4 shows the average (mean) score<sup>7</sup> for each section of 'A' road. This clearly shows that the A27 around Arundel is seen as the greatest problem for congestion. Two sections of the A259 west and east of Bognor Regis are seen as the next biggest problems. The next three, each seen as the same level of problem, are the A27 Crossbush to Patching, the A259 Littlehampton to Goring, and the A29 Bognor Regis to Fontwell.

**Figure 4 - Level of problem that congestion is on each of the main 'A' roads in the district (sorted by mean score) [Base: 86]**



<sup>5</sup> The mean score of those who provided comments is -0.6 whilst the mean score of those who did not provide comments is +0.8.

<sup>6</sup> The main 'A' roads were split into sections (see figure 4). Respondents were asked to think about deliveries in and out, customer travel, business travel, and staff travel when giving their answer.

<sup>7</sup> Scores range from +3.0 = 'a major problem' down to 0.0 = 'no problem'. Table 3 shows the full four point scale.



- 3.11 Table 3 shows the spread of views. This highlights 69% saying that the A27 around Arundel is a major problem (92% feel it is a problem of some degree). With regard to the A29 south of the A27 (the stretch of road referred to in the previous question), 79% of respondents see it as a problem of some degree.

**Table 3 - Level of problem that congestion is on each of the main 'A' roads in the district (sorted by mean score) [Base: 86]**

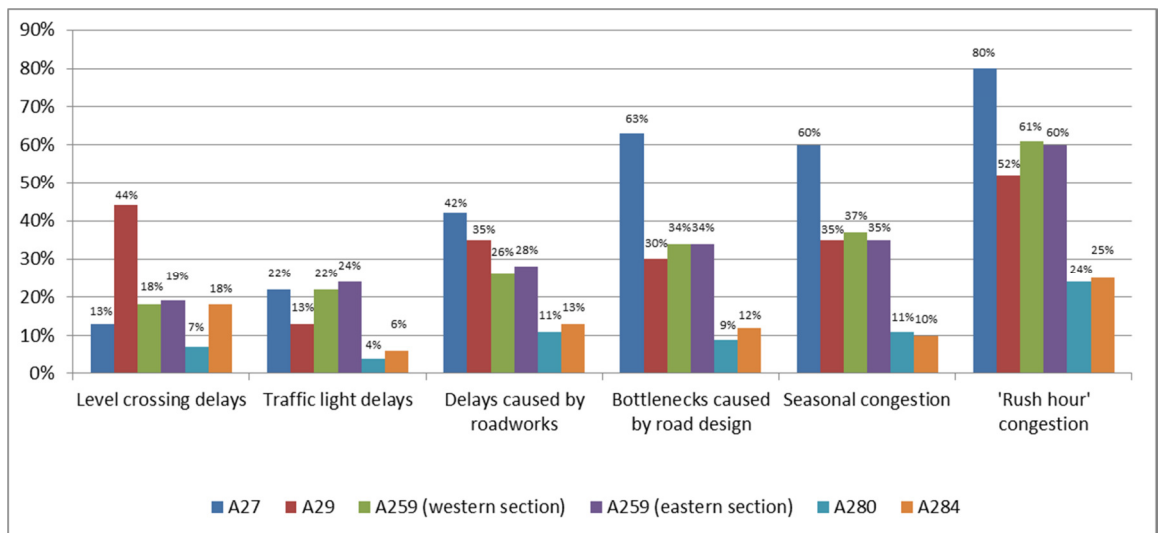
	A major problem (+3.0)	A moderate problem (+2.0)	A minor problem (+1.0)	No problem (0.0)
A27 (around Arundel)	69%	12%	12%	8%
A259 west of the A29 Bognor Regis	37%	29%	18%	16%
A259 east of the A29 Bognor Regis to the River Arun	25%	36%	19%	20%
A27 (Crossbush to Patching section)	29%	24%	26%	21%
A259 east of the River Arun (Littlehampton to Goring section)	34%	19%	21%	27%
A29 south of the A27 (Bognor Regis to Fontwell)	24%	29%	26%	21%
A284 south of the A27 (Littlehampton to Crossbush)	20%	32%	16%	33%
A27 (Tangmere to Arundel section)	13%	33%	25%	29%
A29 north of the A27 (Fontwell to Whiteways)	8%	18%	39%	35%
A280 north of the A27 (Long Furlong to the A24 at Findon)	5%	30%	21%	44%
A280 south of the A27 (Angmering by-pass)	7%	23%	20%	49%
A284 north of the A27 (Arundel to Whiteways)	6%	23%	20%	51%

- 3.12 Respondents were invited to add comments. Just 20 provided comments. These are shown in full in the appendix on page 18; a summary is provided below:

- *Generally the view is that the A27 and A259 are the real problems for businesses.*
- *The A29 is a lower priority (it is seen as being easily avoided as a main route).*

3.13 Figure 5 shows a list of potential road delays that can have a negative economic impact on a business. Respondents indicated where they felt a type of delay is a particular problem on a specific ‘A’ road. The figure shows that the A27 is seen to suffer from ‘rush hour congestion’; ‘bottlenecks caused by road design’; ‘seasonal congestion’; and ‘delays caused by roadworks’. ‘Rush hour congestion’ is also a problem on the A29 and A259 east and west. A noteworthy response is the 44% who mention ‘level crossing delays’ on the A29 (the Woodgate crossing referred to in sections 3.6 – 3.8 above).

**Figure 5 - Potential road delays viewed as a problem on specific routes [Base: 89]**

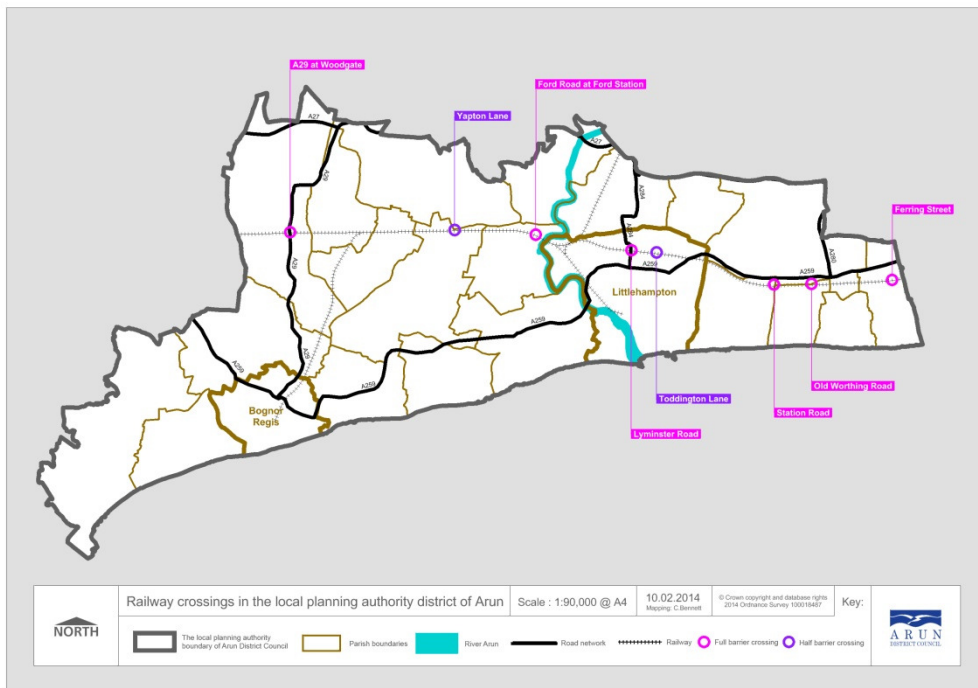


3.14 Respondents were invited to add comments on the above. Just 21 provided comments. Full comments are provided in the appendix on page 18; a summary is shown below:

- *Rare to wait more than a few minutes at any of the level crossings in the area and this has minimal effect on business.*
- *A29 bottlenecks at the Fontwell roundabout.*
- *Arundel/Crossbush bottleneck.*
- *More housing to fund A29 rebuild will simply generate more traffic to exacerbate the congestion.*
- *The A259 to Chichester is a real problem when leaving town.*

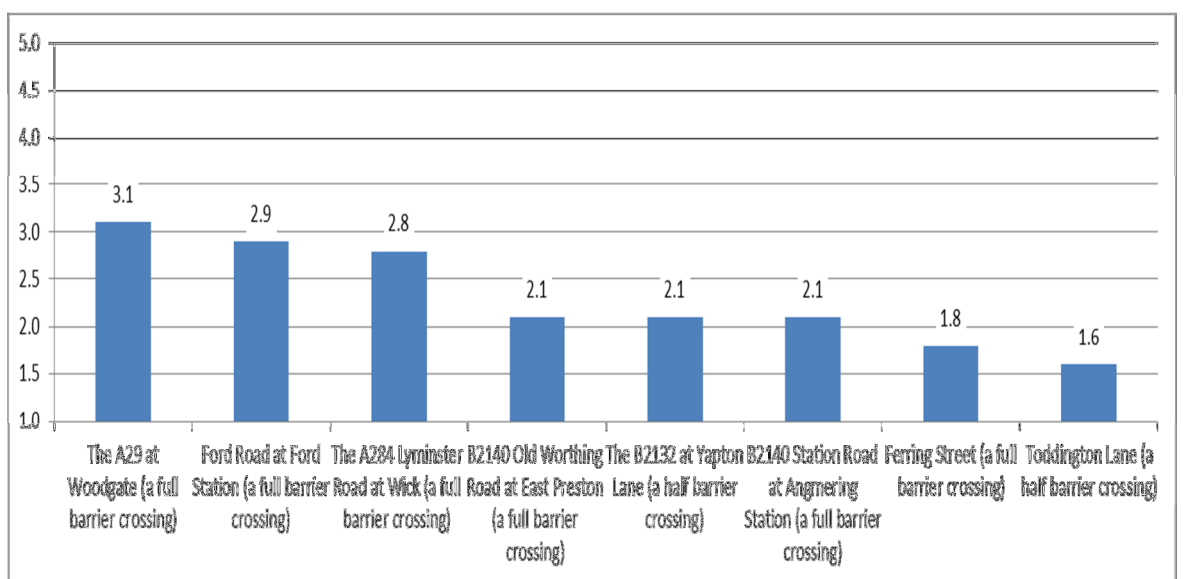
3.15 The next three questions look specifically at the eight railway level crossings within the district (figure 6). Respondents were asked to indicate how replacement of each by a bridge would affect their business in the long term.

**Figure 6 - Map showing railway level crossings in the local planning authority district of Arun**



3.16 A scoring system of 1 to 5 where 5 = “a huge positive economic benefit”, to 1 = “no perceivable positive benefit”<sup>8</sup> is used to show a net score. Figure 7 shows the top three (scoring between 3.1 and 2.8 out of 5.0) are the only full-barrier level crossings located between the A27 and the A259. The other five are either half barrier crossings (where the gates are closed for a fraction of the time of a full barrier crossing) or are full barrier crossings to the south of the A259 in the eastern part of the district (see figure 6 for locations).

**Figure 7 - Economic benefit of replacing level crossings with bridges (by mean score) [Base: 89]**



<sup>8</sup> The question actually showed 1 as ‘a huge positive economic benefit’ and 5 as ‘no perceivable positive benefit’. This report reverses the order as it makes it simpler to illustrate the results graphically (see figure 7).

- 3.17 Table 4 breaks these mean scores into a percentage score for each level of response. 38% feel that replacing the Woodgate crossing with a bridge would bring 'a huge economic benefit' to their business. Overall, 62% score replacing the Woodgate crossing as either 3, 4, or 5 out of 5. 56% score replacing the Ford Road crossing as either 3, 4, or 5 out of 5, and 56% score replacing the Lyminster Road crossing as either 3, 4, or 5 out of 5.

**Table 4 – Levels of economic benefit of replacing level crossings with bridges (by mean score) [Base: 89]**

	5=a huge positive economic benefit <sup>9</sup>	4	3	2	1=no perceivable economic benefit
The A29 at Woodgate (a full barrier crossing)	38%	9%	15%	6%	32%
Ford Road at Ford Station (a full barrier crossing)	27%	14%	15%	8%	36%
The A284 Lyminster Road at Wick (a full barrier crossing)	22%	19%	15%	6%	37%
B2140 Old Worthing Road at East Preston (a full barrier crossing)	12%	3%	21%	13%	52%
The B2132 at Yapton Lane (a half barrier crossing)	7%	12%	19%	8%	55%
B2140 Station Road at Angmering Station (a full barrier crossing)	9%	5%	21%	12%	53%
Ferring Street (a full barrier crossing)	4%	4%	20%	14%	58%
Toddington Lane (a half barrier crossing)	0%	5%	16%	10%	68%

- 3.18 Respondents were given the opportunity to add comments on the above. Just 20 provided comments. Full comments are provided in the appendix on page 19; a summary is shown below. Please note that whilst the majority of respondents feel replacing the Woodgate, Ford, and Lyminster crossings would be of benefit (see 3.17 above), a higher proportion of those not seeing a benefit opted to provide comments. The summary reflects these comments:

- *Get the signalling improved; the level crossing problem will be greatly eased.*
- *Building bridges on one (not enough funding for more than this) will not solve the problems on the others, improved signalling systems will.*
- *Roads with level crossings can all be avoided if necessary.*

- 3.19 Respondents were asked how often their business uses each of these crossings<sup>10</sup>. Unsurprisingly, figure 8 shows that the top three ranked for economic benefit are also the top three most frequently used crossings<sup>11</sup>. The remaining five, referred to in table 4, only the B2132 at Yapton Lane has the level of usage of the top three, however this is a half barrier crossing so does not cause the same delay to traffic,

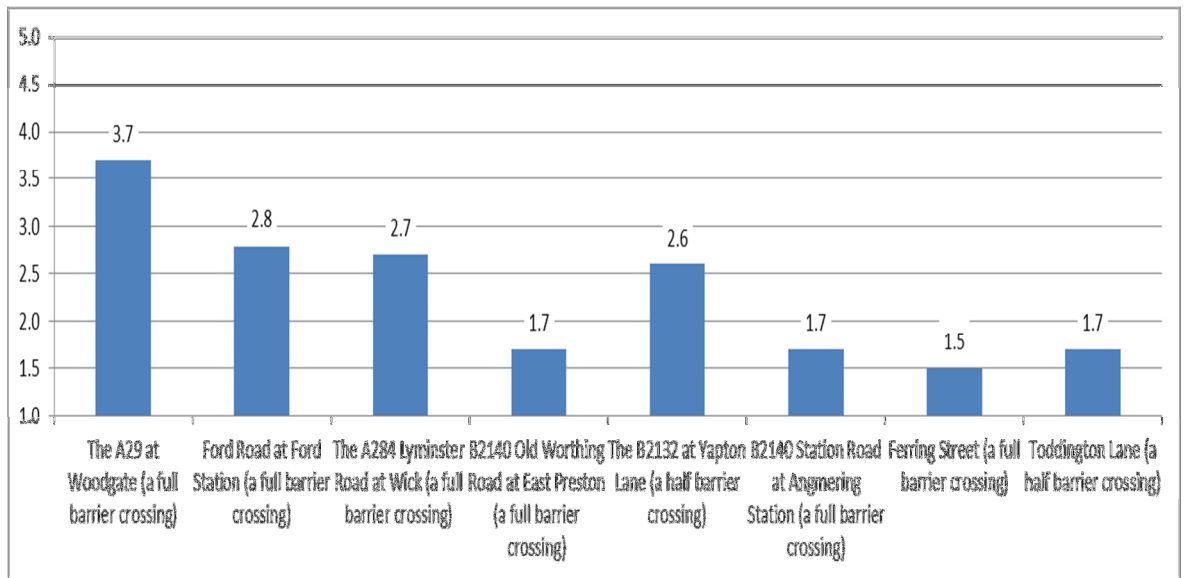
<sup>9</sup> This report reverses the order to make it simpler to illustrate the results graphically (as in figure 6).

<sup>10</sup> Scale used: 5=daily; 4=several times a week; 3=weekly; 2=monthly; 1=less frequently.

<sup>11</sup> The A29 at Woodgate; Ford Road at Ford Station; and the A284 Lyminster Road at Wick. Given the profile of the respondents is weighted towards Bognor Regis, it's not surprising that the A29 Woodgate crossing is the most frequently used.

and hence rates the same for economic benefit as the less used full barrier crossings on the B2140 at Angmering and at East Preston.

**Figure 8 - How often crossings are used (sorted by economic benefit mean score) [Base: 89]**



3.20 Table 5 shows 36% use the A29 Woodgate crossing daily, with a further 25% using it several times a week. Therefore this is the most used crossing by responding businesses and is also the crossing that would give them the highest economic benefit if replaced.

**Table 5 – Percentage frequency of using each crossing [Base: 89]**

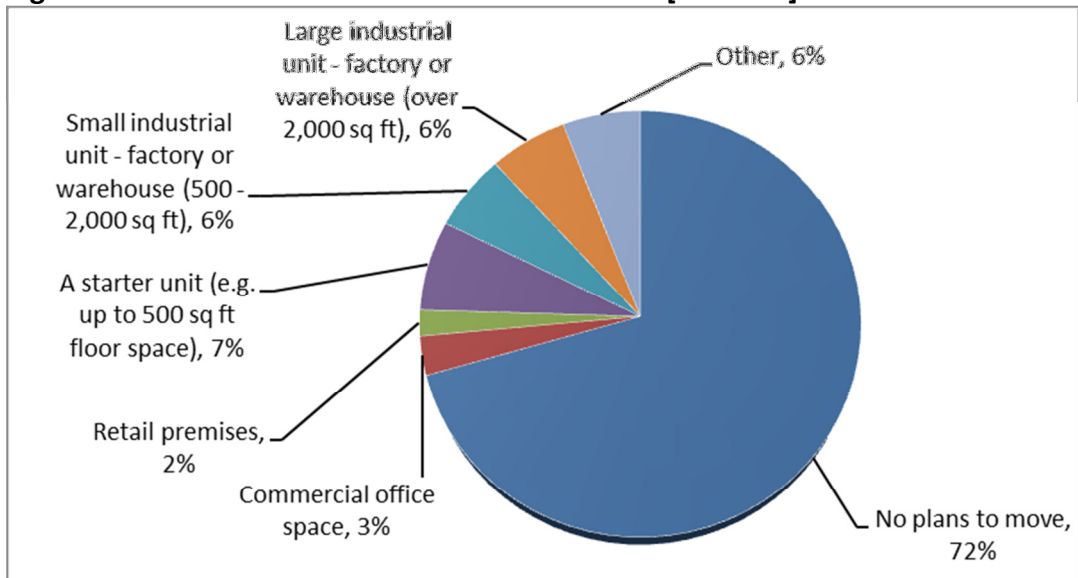
	Daily (+5.0)	Several times a week (+4.0)	Weekly (+3.0)	Monthly (+2.0)	Less frequently (+1.0)
The A29 at Woodgate (a full barrier crossing)	36%	25%	18%	11%	9%
Ford Road at Ford Station (a full barrier crossing)	9%	30%	16%	18%	27%
The A284 Lyminster Road at Wick (a full barrier crossing)	15%	24%	12%	10%	39%
B2140 Old Worthing Road at East Preston (a full barrier crossing)	2%	5%	12%	19%	63%
The B2132 at Yapton Lane (a half barrier crossing)	2%	27%	23%	25%	23%
B2140 Station Road at Angmering Station (a full barrier crossing)	5%	2%	7%	27%	59%
Ferring Street (a full barrier crossing)	2%	2%	5%	19%	71%
Toddington Lane (a half barrier crossing)	0%	12%	14%	12%	63%

3.21 The final question in this section asked if there is anything else relating to the local transport infrastructure that is hindering business. 59 provided comments. Full comments are provided in the appendix on page 19; a summary is shown below:

- *The A27 Chichester and Arundel has the most impact on local business because there are always delays due to the volume of traffic.*
- *Arun District Council granting planning permission to huge numbers of houses which leads to more out-commuting traffic.*
- *It is not necessarily the railway crossings which are the problem, but the length of time Network Rail decides to keep them closed.*
- *Delay in completing the Bognor Regis northern bypass.*
- *Potholes on most roads.*
- *The slow speed of trains to London.*
- *General location - sea to the south, no serious transport infrastructure i.e. no airport, port, motorway and dire east-west / west-east 'A' roads. This is not an area for serious industry...*

3.22 The next part of the survey asked for respondents' intentions regarding commercial and/or industrial property - whether they plan to move or expand over the next 12 months, and if so, what type of premises will they be looking for. Almost three-quarters (72%) had no plans to move. Of the remainder there was an even spread of types of premises they planned to move to (see figure 9).

**Figure 9 - Plans to move over the next 12 months [Base: 86]**



3.23 The majority planned to move to/within Bognor Regis. Eight mentioned Bognor Regis, three mentioned Littlehampton (see appendix on page 21 for the full list).

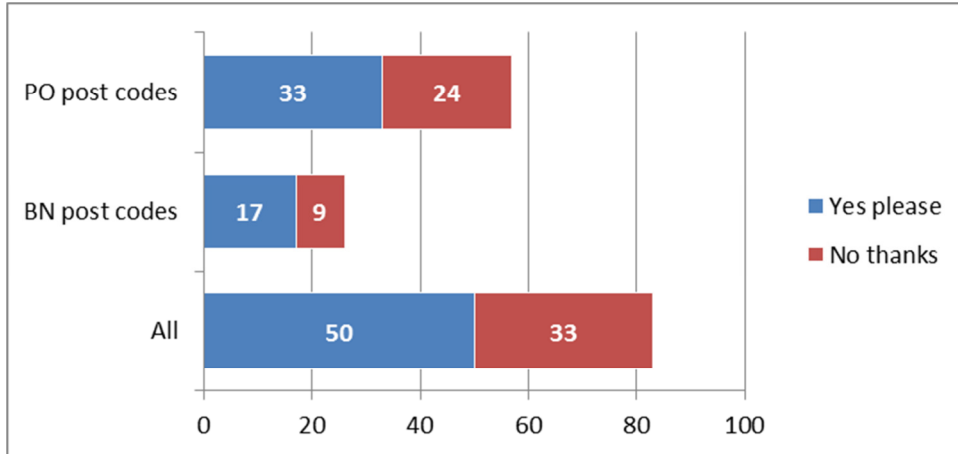
3.24 Asked if there is anything relating to commercial/industrial premises in the district that is hindering their business, a lack of suitable good quality/affordable business premises was a problem mentioned by some (the appendix on page 21 shows full comments).

3.25 Respondents were invited to provide further comments. 36 provided comments. Full comments are provided in the appendix on page 22; a summary is shown below:

- *Improving drainage to prevent local flooding and the risk of sewerage contamination is a much higher priority and should be the first candidate for scarce investment.*
- *Infrastructure is key to the area and at the moment house building is increasing without any thought to the infrastructure.*
- *Don't waste money on the A29; it will have little or no effect on Bognor's regeneration. Spend the money on the main A27.*
- *Road surfacing in the area is poor.*
- *If Network Rail could sort out full barrier crossing delays, most of the need for bridges would be eliminated.*
- *This should be a public survey not just for businesses as the general public should be consulted on such issues.*

3.26 When asked, 50 (60%) respondents said they would be willing to take part in further consultation on this subject. They provided contact details in the form of a name, email address, and telephone number (in addition to the company name supplied at the beginning of the survey). Figure 10 shows the number of survey participants willing to take part – 33 in PO post codes and 17 in BN postcodes.

**Figure 10 - Willing to take part in further consultation by postcode sector [Base: 83]**



## APPENDIX

**Q4. Do you have any comments (regarding broad potential improvements to the transport infrastructure in the District)? [31 comments]**

“A29 must be improved to link over the railway to A27.”

“All long overdue.”

“As a local business who rely a lot on passing trade over A29. Closing the Woodgate crossing would just finish off our business easily.”

“Bognor Bypass is already a disaster and will get worse. The A29 intersections are just traffic jams waiting to happen.”

“Chichester is thriving despite its numerous level-crossings.”

“Development of cycle routes away from main roads e.g. coastal route between Littlehampton and Bognor and between East Preston and Ferring.”

“Existing rail crossings fine apart from Woodgate where longest section of signalling causes delays not experienced at i.e. Walberton and Drayton - the timing needs addressing with the rail service! Roundabouts just need indicator use reminders!!!!”

“Get railway infrastructure, especially signalling, to reduce downtime at level crossings - replacing just one with a bridge at vast cost is not the answer to a county-wide problem.”

“I think the traffic lights on corner of Canada grove and Longford road should go and be replaced with a shared surface”

“I would like to see flyovers at certain junctions, where there are daily bottlenecks.”

“Improvements to strategic road network are critical for investment in employment space and to attract occupiers, especially any of significant size.”

“Increasing public transport is good but really it needs to be much cheaper to encourage people to use it.”

“It would be highly desirable to make the town centre more easily accessible in terms of vehicle circulation. The present arrangements do little to encourage trips”

“Keep Woodgate crossing open.”

“Making the roads safer for cyclists would encourage more people to leave the car at home - I certainly would”

“More cycle paths would be great, especially between Bognor and Littlehampton.”

“More important than the frequency of bus and train services is the lack of provision for travel in the evening in Bognor Regis which has a negative impact on the night-time economy.”

“More safe cycle routes essential.”

“Neutral because would need to appraise costs. If rate payer is stung they have less money to spend defeating the object.”

“Sort out traffic flow and queuing back to the A27.”

“The A29 at Woodgate Railway Crossing is a particular issue that needs improving with a bridge.”

“The greatest priority should be the A27 e.g. junctions and Chichester bypass and an Arundel bypass. Lack of the latter disrupts our business, it is getting worse.”

“The local authority could dispense with the services of the Highways Agency because in the last thirty years I have not seen any improvements to the roads.”

“The main traffic bottlenecks are on the A27, particularly the Chichester and Arundel by-passes and the Fontwell roundabouts. Relieving these is the first priority for transport infrastructure investment.”

“The questions are too broad and non-specific to have relevance.”

“The timing of the Woodgate crossing can cause long delays, and tail backs to Lidsey in one direction, and to the Eastergate Memorial in the other. Maybe tunnels?”

“There is no point in bypassing the Woodgate crossing to make it quicker to the A27, as the A27 will still back up due to the lack of a bypass through Arundel.”

“Trains and buses are fine as they are.”

“We don't have any buses or any public transport at all down the Arun valley, except a community bus at the A27 end.”

“Yes as a key hub for the area. We should be invested in.”

“Yes: KEEP the Woodgate Railway crossing open. It is a vital link between our business and Bognor Regis.”



**Q6. Do you have any comments (regarding potential realignment of the A29 road to create a better link from the A27 to Bognor Regis)? [35 comments]** *Please note that whilst 52% of respondents support the potential realignment of the A29 and 36% oppose it, just 29% of those who provided comments support the scheme whilst 60% oppose it - showing that a higher proportion of those opposing have opted to provide comments).*

"After the Arundel By-Pass, approved 1963?"  
 "Although we have to do something about Woodgate, none of the routes shown are "great". The green route should be extended, but not happy with a new roundabout at Lidsey."  
 "Apart from peak times the current A29 is adequate."  
 "Bognor Regis has been strangled for years because of lack of decent road and gridlock when A259 and A29 are flooded/closed/busy."  
 "Do NOT support the alignment proposed in the new Local Plan which would cause congestion. The alignment of any new road should be to the WEST of the Woodgate crossing."  
 "Doesn't matter what time of the working day I go down this road I always get held up at the crossing and sometimes this could be around 10 mins a time"  
 "Don't want it."  
 "Economic justification is totally lacking. Aspirations and a planning officer's career progression appear to be the only justifications for a scheme which will impoverish & blight a large part of the district."  
 "Enough congestion already thanks!"  
 "Hurry up and get this passed Bognor Regis is being strangled by the lack of infrastructure"  
 "I believe that the whole infrastructure across the South of England is in need of improvements not just parts."  
 "I don't care about this route unless it relieves the ridiculous pressure on the A27 past Arundel, exacerbated by the single lane funnel at the Lyminster junction"  
 "I think you are missing a trick and potentially wasting money. The Bognor bypass road will give easier access to and from Bognor from the east and west and reduce the traffic going up that part of the road."  
 "Is this really the right route?"  
 "Make network rail keep barriers down for no more than 2 minutes before a train arrives. At present barriers can be down continuously for 10+ minutes."  
 "Needs A27 bottlenecks sorting out as well."  
 "No point on getting out of Bognor quickly to be stuck on the A27 at Arundel."  
 "Opposed because it doesn't cause us any problems. A27 junctions are far more serious and delays at Arundel are very serious."  
 "Route C looks like the only viable option, but the additional roundabout on this route will be a disastrous bottleneck."

"Something MUST be done about this dreadful situation. I deal with many local businesses and the time involved in hold ups is costly."  
 "That realignment will have no effect at all except for possibly block up the A27 further. The problem as one living on the A29 is not the A29 but the A27. Until this is made into a minor motorway it cannot on its present state take more traffic."  
 "The A27 is the problem not the A29"  
 "The surrounding road infrastructure is wholly inadequate to support this plan."  
 "This could exacerbate A27 traffic. Need to deal with the whole system not just part of it."  
 "This is a bottle neck already and would cause further congestion. Highways are jurisdiction of WSCC and looks to me as though you are doing this survey as they have dismissed it?"  
 "This is a key proposed improvement to the strategic road network for Bognor Regis and is necessary to attract investment and occupiers for employment land uses."  
 "This is a very low priority compared to the main traffic problem areas and the proposed plans create new problems at Aldingbourne, Barnham, Eastergate and Fontwell. Much better to further improve the Bognor relief road."  
 "This road will never be built because you have to build houses on a flood plain to support the recommendation (This should be addressed by Central Govt)"  
 "This should have been implemented years ago to make access to Bognor town and area much quicker."  
 "This unlocks development as proposed elsewhere (Local Plan). Without A27 improvements will do little to improve situation as A27 way above capacity"  
 "This would cause bottlenecks elsewhere. There is perfectly good access from Bognor Regis to the A27 at Chichester. A northern route is not needed and an unnecessary expense with major disruption to the local inhabitants."  
 "Utterly unnecessary work."  
 "Without first upgrading the main A27 at Chichester, Arundel and Worthing, this would have a negative effect on traffic congestion. The A29 is adequate and of little consequence to business in Bognor."  
 "Yes but your comment box does not have enough characters in it to be able to express them....."

“You would spend less money by tackling the railway and your electorate would lose less time

and less countryside!”

**Q8. Do you have any comments (regarding how much a problem that congestion on main ‘A’ roads is for your business)? [20 comments]**

“A27 at Arundel is a nightmare must be dual carriageway.”  
 “A27 Chichester, Arundel, Worthing are the real problems with business in this area. The A29 Fontwell to Bognor is a red herring and a waste of money to upgrade.”  
 “Arundel bypass essential. A259 congestion at Bersted, Chichester, Felpham, Roundstone (Haskins) MUST be dealt with. A29 local plan route will be useless.”  
 “Arundel needs a bypass as does the A27 junction at Crossbush.”  
 “I can see the A259 west of the A29 becoming a huge problem when the new "bypass" opens. We won't be able to get out of the town!”  
 “Main congestion is only two roads in and out of Bognor one of which Floods by pink pub which causes huge problems”  
 “Most issues are around peak time travel.”  
 “Problems are caused by the A27 and not the other roads suggested above.”  
 “The A27 and the A259 should be the absolute no1 priority for spending, including junctions.”  
 “The A27 Arundel by-pass is the major bottleneck in the district. Sort this out and much of the other congestion should be reduced as some A259 traffic would use the A27 instead.”  
 “The A29 bears little resemblance to an ‘A’ road and is easily avoided as the main route. This is likely to show further improvement with completion of the Bognor relief road. I see no need to invest in bridging the railway at Woodgate.”

“The main issues that concern us are the strategic road network serving Bognor Regis - the A259 and A29.”  
 “The main problem on the A29 is the Fontwell roundabout at busy times. Any significant increase in housing in the Aldingbourne, Barnham and Eastergate area is likely to cause gridlock, particularly if alternate routes are unavailable due to flooding”  
 “The minor problem on A29 is the poor road surface and inadequate flooding management. A259 is the ridiculous hold up on the main road at the traffic crossroads for 2 minor roads near to the square roundabout by hospital.”  
 “This is a national road issue and the MP for Arundel (West Sussex) should have resolved this issue years ago, all this is whitewash.”  
 “Those I have identified as 'no problem' are sometimes a problem for me personally driving round the area, but not for my business!”  
 “We need the A27 to become the M27. 3 lanes from its current end in Portsmouth through to North Kent.”  
 “We try to travel overnight or early morning to avoid traffic.”  
 “What about Bognor A259 to A27 Chichester which is the worst congestion? Also A259 Bognor to Felpham. Major hold ups.”  
 “Yes after how many delays and consultations by ADC they are still unable to do what they are paid for!!”

**Q10. Do you have any comments (regarding potential road delays are a particular problem on a specific ‘A’ road)? [21 comments]**

“A29 bottlenecks at the Fontwell roundabout over a very short period due to heavy traffic on the A27 as the roundabout cannot take the heavy Chichester traffic. There needs to be a much enlarged road to 3 lanes either side and to allow inflowing traffic.”  
 “Although we are based in Ford we travel from Bognor Regis daily.”  
 “Arundel/Crossbush.”  
 “Crossbush A27 / A284. If Railtrack phased the crossing better I don't think Woodgate would be such an issue - maybe bring back the manual gates?!”  
 “Deal with the railway first! Inadequate flooding management.”  
 “Eradicate ADC”  
 “Farcical at times”

“How bad do the responsible authority have to get before they are asked to resign?”  
 “I rarely wait more than a few minutes at any of the level crossings in the area and this has minimal effect on business.”  
 “If Arun District Council does not have all this information at your disposal you have been failing in your responsibility, why seek comments from individuals?”  
 “Level crossing at Ford is not listed but causes the worst delays in the area.”  
 “More housing to fund A29 rebuild will simply generate more traffic to exacerbate the congestion we already suffer. A major investment in the A27 around Arundel & Worthing will improve matters vastly more than prattling around with a non-strategic and little-used A29.”

“Most of the time, the crossing isn't causing a problem, only the occasion when the crossing is shut for over 10 minutes but with not a single train in sight.”  
 “No significant problems. A waste of money.”  
 “Road closures on A29 due to flooding.”  
 “Road congestion is the major cause of road delays in this area; this is compounded by out-commuting. I oppose any measures that would add more traffic to the roads. e.g. excessive house-building.”  
 “Serious rush hour and seasonal congestion on A259 at Felpham/Bognor, also rush hour on A27

at Crossbush and around Arundel. CONSULT LOCALS RE DESIGN!!”  
 “The A259 to Chichester is a real problem leaving town.”  
 “The Butlins roundabout is a major bottleneck which may ease once the new relief road is open.”  
 “Why ask all the above apply isn't it obvious, including the A259 to Chichester which is a major problem”  
 “You have not included railway crossings on other roads e.g. Ford Rd, Yapton.”

**Q13. Do you have any comments (regarding how replacing a specific level crossing by a bridge affects your business in the long term)? [20 comments]** *Please note that whilst the majority of respondents feel replacing the Woodgate, Ford, and Lyminster crossings would be of benefit, a higher proportion of those not seeing a benefit opted to provide comments.*

“A29 needs to be a dual carriageway without roundabouts through to M25 to enhance local business.”  
 “Don't really affect my business in Bognor as such.”  
 “Economically has no effect on business - just delays to staff and pupils arriving and their petrol consumption / pollution etc”  
 “Ford and Lyminster affect Littlehampton business as well as Ford and Bognor Regis. A link to A27 is needed.”  
 “Get the signalling improved; the level crossing problem will be greatly eased. Building bridges on one (not enough funding for more than this) will not solve the problems on the others, improved signalling systems will.”  
 “I don't understand why full barrier crossings have the gates down for so long. Half barrier crossings have the gates closed for a few seconds whilst full barrier crossings seem to close for minutes. It can't simply be down to health and safety.”  
 “If Yapton half barrier is changed to full barrier as mooted then we would move Q1 from 2 to 1.”  
 “Replacing the level crossing at Ford with a bridge would have a huge ADVERSE effect on our campsite.”  
 “STATION ROAD at East Preston and OLD WORTHING ROAD is a major problem and extremely dangerous.”

“Stop messing about. Just get on with it ASAP.”  
 “The barrier at Wick is fine - it just delays the traffic to the next jam a couple of hundred yards away into the Lyminster exchange.”  
 “The crossing at Woodgate is the one to focus on.”  
 “The only real delay for me leaving the area for work purposes is the queues at Arundel on the A27 where the road needs completion.”  
 “The problem with Angmering is that the traffic queues back on to the A259, which has a "knock on" effect for drivers trying to get to / from Worthing.”  
 “These roads can all be avoided if and when necessary; most are B roads. The A29 is more characteristic of a B road.”  
 “This is not all about economics; we are already paying for the price of pollution, just sitting on the A27 around Chichester, what price in the long term?”  
 “This questionnaire is clearly designed to achieve specific outputs tailored to intentions already decided. It does not focus on town centre issues sufficiently.”  
 “Why waste money on doing this?”  
 “Yes a bridge at Woodgate if it is a TRAFFIC bridge (not just pedestrian).”

**Q15. Is there anything else relating to the local transport infrastructure that is hindering your business? [59 comments]**

“A27 Chichester and Arundel have the most impact on my business because there are always delays due to volume of traffic.”  
 “Access and egress issues from Bognor Regis can put off prospective clients as relatives find it harder to visit here, than somewhere less congested.”

“Amount of roadworks that just pop up. Resurfacing of A259 the other week during the day, this could and should have been done at night.”  
 “Arun District Council granting planning permission to huge numbers of houses which leads to more out-commuting traffic.”

“Barriers at Woodgate railway crossing being down too long in one go.”

“Bognor high street was meant to be fully pedestrianised, but this has since changed. I don't like the access to blue badge drivers and delivery during main trading hour i.e. 9am-5pm.”

“Bognor to Chichester Road and Drayton level crossing.”

“Correct lanes when approaching road crossings and roundabouts e.g. WICK roundabout”

“Crossbush intersection is a major problem.”

“Delay in completing the Bognor Regis northern bypass.”

“Expensive public transport, parking facilities at Linden Road end of Bognor.”

“Extra housing requires greater infrastructure. A completion of road works started (in some cases) many years ago should be completed. By-passes etc.”

“Flooding and road works i.e. where roads are being dug up for different services then re-laid.”

“Fuel costs.”

“General location - sea to the south, no serious transport infrastructure i.e. no airport, port, motorway and dire east-west / west-east ‘A’ roads. This is not an area for serious industry.”

“Getting through the Chichester bypass during most times of the day is the biggest hindrance to my business as delays with deliveries.”

“Hold ups at Crossbush and Arundel A27.”

“Hotham Park & Butlins roundabout, the Middleton on Sea roundabout by the South Downs pub & the double roundabouts at North Bersted, all cause considerable delays.”

“Is this study necessary? If you have no effective network links who is going to invest in any industry on the south coast? Speak to major not local businesses.”

“It is not necessarily the railway crossings which are the problem, but the length of time network rail decides to keep them closed.”

“Lack of Arundel Bypass.”

“Lack of buses and routes and no link up with the rail network.”

“Last trains back from London. They should at least run to Littlehampton up to midnight.”

“Need flyovers on the Chichester A27 roundabouts.”

“Need more frequent direct trains from London.”

“No” (x 4)

“No Direct Train from Chichester to Bognor - always have to change. Also an opportunity for a train station to the North side of Bognor for the industrial estates and any new build retail / industrial planned. A27 Dualling completion at Arundel.”

“Not at the moment, but the proposals I have seen, they will completely alter our business valued at near 2 million a year and possibly cause

us to close thus making another ten unemployed plus all four partners.”

“Not at this time: But there is going to be, once the Bognor Relief road is finished.. What a crackpot route!”

“Not really, the train services are excellent along the coast and to London. Better and more car parking at stations would help and a better bus link service to them.”

“Parking at Barnham railway station - dangerous as people drop off in rush hour and reverse out, but car park too expensive; infrequent bus service along A29.”

“Potholes.” (x 2)

“Potholes on most roads”

“Potholes, continual damage to vehicles. Poor new street lighting, sustained roadworks with no perceivable work being carried out. Flooding on all roads from Bognor.”

“Proper direction signs. Bognor Regis/Ford no longer signed from Dorking as it used to be on A24 / A29.”

“Shutting the crossing would cut off the village from local business in Bognor Regis and business in the village will be affected badly.”

“Signage and knowing where to park in the town. Walking to where you need to go. Also the way to leave Bognor rail station.”

“Stop building houses; bring the infrastructure up to a level appropriate for the existing houses before you allow any further building.”

“The A259 Bognor to Chichester single lane carriageway bottlenecks 08.00 - 09.30 and 16.00 - 18.00, including the Portfield roundabout”

“The A27 around Chichester is a continuing bottle-neck.”

“The bottle neck at the North end of the Ford Road can also be a major time waster.”

“The crossing barriers are down for too long between trains.”

“The failure of councils to listen to local people and constant delay. Proposals have constantly been made for improvements. Listen to locals and GET ON WITH IT.”

“The junctions at Yapton Lane, Yapton Road need roundabouts.”

“The lack of an Arundel bypass. There is no point in bridging the railway at Woodgate because the A29 is not part of the strategic road network.”

“The local road network is a joke and badly mismanaged.”

“The proposed multiplex would be the end of my business”

“The proposed North-South Relief Road is essential for delivery of the enterprise@BognorRegis scheme and mixed employment development at the Lec Airfield.”

“The roads are not up to Romanian Standards!!”

“The slow speed of trains to London.”

“Traffic congestion into Bognor at the Butlins and Hotham park roundabouts that tails back along the A259 and creates rat runs through Felpham at rush hour, Butlin's change-over days, and school pick up times.”

“Two sets of pelican crossings south and north of the new roundabout on the A259 north of North Bersted is one too many.”

“Unreliability and infrequency of public transport for employees to get to work and home again.”

“Yes, we don't have any public transport. Customers complain hugely about the Arundel bottleneck - it can add an hour to their journey.”

**Q16a. Planning to move or expand over the next 12 months. Other type of premises specified: [5 comments]**

“Expand in size”

“I would buy the adjoining house and expand if it came on the market, or may buy another premise”

“More clients.”

“Offices in various locations. Also interested in commercial investment property.”

“We are closing. At least in part this is due to the lack of public transport options down this valley.”

**Q17. Where are the new premises likely to be located? [20 comments]**

“Along the A27 between Chichester and Arundel.”

“As far away from Bognor Regis and Arun District council as possible”

“Away from Arun.”

“Bognor Regis” (x 6)

“Bognor Regis area / Littlehampton area / Worthing area.”

“Bognor Regis Town Centre - if sufficiently accessible”

“Far, far away”

“Horsham”

“Littlehampton” (x 2)

“Locally”

“Same site”

**Q18. Is there anything relating to commercial/industrial premises in the district that is hindering your business? [43 comments]**

“(Bognor Regis) High Street needs to be opened again to traffic.”

“Access because of delays through road congestion, traffic lights, traffic calming, roadworks and general council-generated obstruction.”

“ADC.”

“Business Rates, Lack of suitable business areas without operating hours restrictions & Cost.”

“Community Transport - no easily accessible / affordable premises for vehicles / office.”

“Cost of rates and rent are extortionate.”

“Council Tax excessive.”

“Expensive rents”

“Getting here by (public) transport.”

“I would suspect that from my experience it is the lack of business knowledge within Arun District Council which has failed the local community.”

“Lack of good quality, modern offices and commercial premises for known clients.”

“Lack of premises of around 100 sq. ft., able to be used for storage / non motor vehicle workshop.”

“Local Business Rates are very very high.”

“Location is a big factor - easy transport access and security are essential.”

“Mainly all costs. As at the moment this is new business.”

“Market on Place St Maur Des Fosses strongly affects my business; stalls & vans 'funnel' tourists through to the Arcade and I can't be seen! I lose at least 50% of trade on market days”

“More commercial businesses in a new business park would be a great advantage to our consultancy”

“Most rental commercial properties in the town centre are too expensive to consider expansion there.”

“No” (x 9)

“No large units available.”

“No, but for our type of business it would be very difficult to find suitable premises with land to purchase, and we could only purchase such land if the Council or builders provided sufficient compensation.”

“Our industrial estate is old. (Need a) new modern, but affordable, bespoke site to replace to encourage growth of existing businesses as well as to attract new ones.”

“Over regulation.”

“Parking”

“Price”

“Problems with broadband.”

“Shortage of good quality commercial office and industrial units in the Bognor Regis area. Low

rents and lack of pre-let demand are inhibiting new development.”

“Size”

“Telecommunications.”

“The cost.”

“Too many Large Empty Units.”

“Woodgate railway barrier being down way too long in one go. Sort out Network Rail!”

“Yes, the proposals for development of multiplex and flats are going to kill my business.”

**Q19. Do you have any comments you would like to add? [36 comments]**

“ADC are awful.”

“Buses stopping on seafront near Place St Maur Des Fosses would bring more business to me!”

“Chichester is the real congestion problem for us on a daily basis as workload has to be managed to avoid getting caught there during rush hours.”

“Completely review the proposals for roads and the St Modwen's plans ..... My business needs what the people want.”

“Consult local people, listen to what they say, and promptly act upon it!”

“Don't waste money on the A29; it will have little or no effect on Bognor's regeneration. Spend the money on the main A27.”

“Fill the potholes; I am fed up paying for tyres to be replaced.”

“I do not support 'improvements' to the A29. It is not part of the strategic road network. If house-building is required to fund a bridge, the resultant increase in traffic will cause further congestion.”

“I think I have already added sufficient”

“I would close the (Bognor Regis) seafront road from Clarence Road to Lennox Street and re-open the High Street.”

“If Network Rail could sort out full barrier crossing delays, most of the need for bridges would be eliminated. I understand full barrier crossings are controlled manually; they should be fully automated like the half barrier crossings - there is no "safety issue" with these.”

“Improvements to the strategic road network are critical to provide good access and egress for all stakeholders in Arun District.”

“Improving drainage to prevent local flooding and the risk of sewerage contamination is a much higher priority and should be the first candidate for scarce investment.”

“Infrastructure is key to the area and at the moment house building is increasing without any thoughts to the infrastructure.”

“Keep Woodgate open...why close it only to create more congestion elsewhere?”

“Like I said earlier, the crossing only proved to be a problem when it was closed for over 10 minute with no train passing by. If the system was more efficient then the traffic isn't posing a huge problem.”

“No” (x 6)

“Not enough room in these comment boxes for more "in depth" or "multiple" comments.”

“Not readable.”

“Only to plead that you and WSCC get the Government to sort out the A27.”

“Please start listening to the residents and business owners in the Bognor Regis area.”

“Road surfacing in area is poor, see Church Lane Eastergate, War memorial roundabout; A29 Shripney bends; end of A29 hospital roundabout”

“Start improvements now.”

“Tell the Highways Agency to get their finger out and mend the junction at the Lyminster exchange before all hell breaks loose at Easter.”

“The costs of road bridges over crossings are huge. Who foots that? A question that I would wish answered before deciding upon local economic benefit. Many traffic calming measures are counter productive in terms of causing rage, greater speeds, noise and pollution.”

“The last trains back to Littlehampton are too early and road signage to local areas is awful.”

“This should be a public survey not just for businesses as the general public should be consulted on such issues.”

“This will all get even worse if more houses are built locally to Woodgate, Eastergate, Westergate and Barnham.”

“We moved to Ford from Bognor Regis because of better access to A27 otherwise we would have preferred/stayed in Bognor Regis.”

“You have been planning an A29 bypass for years without any evidence of need or an economic case. It's a bit late starting now. Is this to try to justify the £30million bung form C2C?”