

Dear Ms Truman,

I would like to make the following further written representation regarding Strategic Policy HA18 STO1:

HA18 STO1 does not comply with the sustainable transport strategic policy 24 because pedestrian options to reach key Storrington facilities (schools, health, recreation and retail) are lengthy and dangerous.

Pedestrian access to the village centre from STO1 is either by way of Fryern Road or by the alternative footpath.

A short length of footpath with a hard surface was recently constructed from Melton Drive, behind the bus stop almost to the junction of Merryfield Way with Fryern Road, where it then crosses the road leading to an unmade-up footpath.

There is no footpath on either side of Fryern Road between the vicinity of the junction with Merryfield Way and the junction with Merryfield Road. This 150m stretch of Fryern Road slopes steeply down from the junction with Merryfield Road and has two bends in it; it is dark with overhanging trees which reduce the effectiveness of street lighting by night and result in dappled sunlight by day. Pedestrians have to walk along this darkened stretch of road and are at significant risk from vehicular traffic, few of which observe the 30 mph limit.

An alternative pedestrian footpath exists that runs from the vicinity of the junction with Merryfield Way at the end of the recently constructed footpath from Melton Drive, behind the housing on Frenches, Merryfield Road, Hawthorn Way and Stor Way onward to connect with the footpath that runs beside the river Stor to the library car park. This footpath to the bridge over the river Stor is not made up, very muddy in wet weather and is overgrown with many overhanging trees and vegetation. It is quite unsuitable for year-round use by pedestrian traffic in its current state.

Should STO1 still be approved, then a condition should be required either for the provision of a footpath beside Fryern Road or for the upgrade of the alternative footpath along its entire length between Fryern Road and the bridge over the river Stor with a hard surface suitable for pedestrian traffic and vegetation cut back.

Yours sincerely,  
Barry Goldman