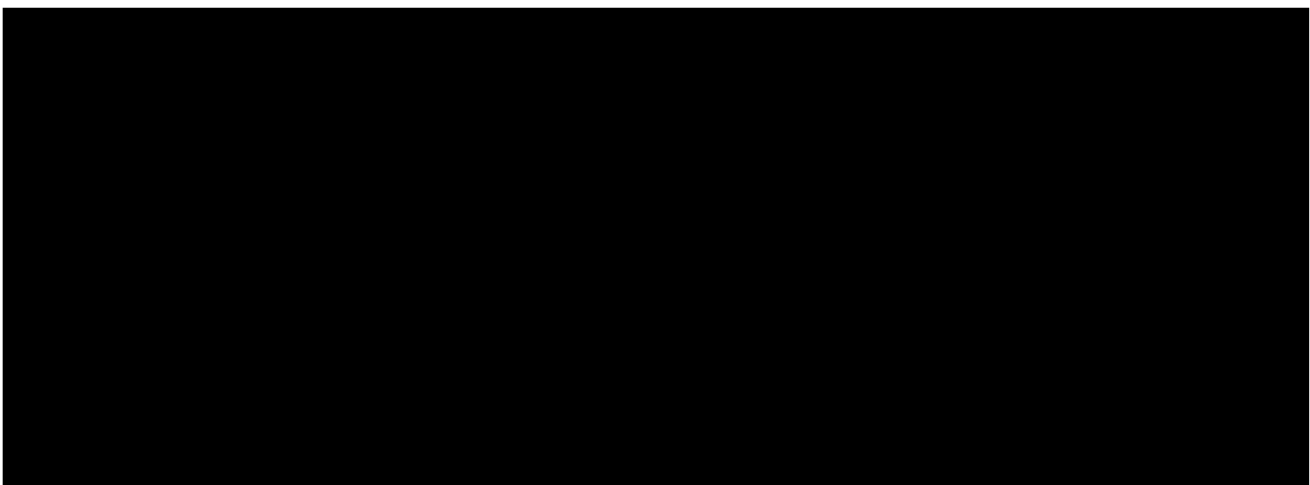


Dear Sirs



1. With regards to the two suggestions for Ranelagh Road, on the basis of the information I have to hand I feel it is best that the bollards are inserted to ensure that no traffic goes through that road if the council or are not willing to adopt the road to ensure repairs are made. I would also suggest that at the end of the road it clearly states it is a “no through road” as at present many cars on busy traffic days are using this as an alternative route as our sat navs show it as a quicker route. Therefore, in order to ensure no traffic from the new houses will go down that road it should have bollards at the top so it can only be used by pedestrians.

2. With regards to the level crossing I personally feel that sitting at the train gates has become worse and worse since they put more trains on and it is clear from the evidence you have provided from Network Rail that this is set to get even worse with more trains being added to the line.

Furthermore, the moment the A27 is busy everyone comes down Brockhampton Road and causes significant congestion. On at least 4 days in the last couple of weeks the A27 was blocked and I tried to leave the house at 5pm and struggled to get out of Ranelagh Road due to the congestion which is only set to get worse once Palk Road is built and then a further 120 properties in Meyrick Road.

You already need to consider leaving around 15 minutes early if you need to go through the level crossing as more often than not the gates are down and the traffic is back to Brockhampton Road even at non peak times of the day.

Therefore, to add a further 120 properties which would probably result in around a further 240 vehicles is not a sensible idea. This is set to make traffic far worse and therefore this needs to be reconsidered and I believe further investigation needs to be given to what the plans for Network Rail are and for Network Rail to implement those changes and then for a further review on traffic in the area to be undertaken prior to any agreement to more properties being built.

I also struggle to understand how you can make a decision on additional properties just a couple of roads away from Palk Road before the properties in Palk Road are built. Consideration needs to be given to that development before agreeing to another one just around the corner.

Kind regards

Mandy Ross