

The Emsworth Residents Forum has a number of concerns relating to the impact of the proposed development on the road network – for pedestrians, cyclists and drivers.

Hampshire County Council's Transport Strategy LTP4 (February 2024) sets out the priorities for transport schemes and the planning and design of new developments. Its Policy C3 sets out its Road User Utility Framework describing the priorities to be adopted. Following the need to reduce demand for travel (1) and taking care of the vulnerable users (2), the following priorities are established: 1 People who walk, 2 People for cycle and ride horses, 3 People who use public transport, 4 Delivery of goods, 5 other motor vehicles.

This proposal totally fails to recognise the priorities set out in LTP4. The immediate provisions for entry and exit to and from the site will create a more dangerous situation for all pedestrians, cyclists as well as the users of public transport trying to access the station. Additionally for vehicles leaving the site, the sight-line to the south under the railway bridge is very restricted indeed with obvious dangers of vehicle accidents.

On the need to reduce demand to travel, a Framework Travel Plan (FTP) has been prepared to accompany the Transport Statement. The FTP outlines the objectives, which are to reduce the number of single occupancy car trips by 10% and promote the use of sustainable travel by endorsing measures and setting targets.

On the policies 1-5:

1. People who walk: the proposal integrates with the existing footway network crossing.
2. People who cycle and ride horses: the access is conveniently located to take advantage of the existing shared footway/cycleway network in the vicinity of the site. There are unlikely to be many horse riders.
3. People who use public transport: the site is adjacent to Emsworth railway station, and an unsignalised crossing designed to standard provides access between the station and the site. Additionally, bus stops are located approximately 110m south of the access, and bus stops providing more regular services are located approximately 500 and 650m south of the access. The existing infrastructure in Emsworth enables users to access these stops.
4. Delivery of goods: tracking in the Transport Statement demonstrates that the internal layout of the site can accommodate a bin lorry, so it can be anticipated that a delivery vehicle can also be accommodated within the site, albeit additional analysis can be undertaken if necessary.
5. Other motor vehicles: car parking has been provided in accordance with the Local Planning Authority's car parking standards.

The proposed access includes dropped kerbs and tactile paving. In terms of safety from oncoming vehicles, the visibility splays in both directions at the access accord with HCC TG3.

In our view the Road Safety audit carried out in fine weather for 30 minutes at 11.15 am on a Tuesday morning is totally unrepresentative of the daily state of traffic in this location. At morning and evening rush hour, many pedestrians, including schoolchildren, have to try to cross the road at a point with limited sight lines, without the protection afforded by a dedicated pedestrian crossing, except for a poorly located advisory crossing point.

The scheme has been audited by an independent Road Safety Auditor. The relevant guidance does not state the times an audit should be undertaken, other than during daylight hours.

The visibility splays at the relocated crossing meet the requirements set out in HCC TG3 and are based on the recorded speed of traffic.

In the very recent past there was a collision between a vehicle and a schoolchild which could have resulted in a serious injury. As it stands, this proposal makes the situation worse for pedestrians crossing New Brighton Road who also have to negotiate a wide carriageway giving access to and from the site.

The site access and pedestrian crossing comply with all relevant standards and has been independently audited.

The same audit reported that there were no cyclists observed. In large part this is because this north-south route is considered by all but experienced cyclists to be unsafe and dangerous. This proposal in the congested corridor between the two bridges fails to recognise that the situation for cyclists would be made worse.

A shared footway/cycleway is provided along both sides of the carriageway, from the proposed site access, north to Coldharbour Farm Road / Emsworth Park.

A review of accident data from Hampshire Constabulary shows that no cycling-related accidents have occurred within the assessment area.

The proposed access would not reduce safety for cyclists.

The principal of development of this site was established by 07/54901/007, which included traffic lights at the new junction. The most recent approved application (16/00295) proposed that the new junction would be controlled by traffic signals with toucan facilities for pedestrians. A similar scheme of traffic control must be provided for the current proposal, since the dangers recognised in the road safety audit for the 2016 scheme would certainly be present today. That application also included a footpath open for public use across the site to Seagull Lane, which was potentially a public benefit which should also be included in the current application.

The safety audit prepared for the 2016 application did not recommend a signalised crossing. It simply conducted an audit of the proposed access arrangement.

The inclusion of a signalised crossing in previous planning applications was based on prior approvals from the LPA and the CHA.

The proposed access accords with all relevant design guidance and is appropriate to serve the proposal. Junction modelling has been undertaken, and sufficient capacity is provided.

No public access to Seagull Lane is proposed.

Whilst the site enjoys excellent accessibility for users of the train, the provision of useful bus services is much more limited, as the Transport Statement (Table 3 - summary of bus services) shows. The service to and from the nearest bus stop, is of no use at all to somebody working normal hours at this site since the first bus of the day reaches Emsworth at 10.48 am and the last return bus leaves Emsworth at 14.45pm! So access from the north by direct public transport is actually very limited indeed.

There are additional bus services available within approximately 500m of the access to the south operating from 6:00am to 11:40pm, with buses running every three hours between Chichester Bus Station and Portsmouth Hard Interchange. Furthermore, the site's excellent rail

connectivity offers a significant advantage. The railway line provides two services per hour, with 19 stops between Southampton Central and Brighton. This makes the site highly accessible via public transport and ensures that future users can access the site using these methods of travel.

In terms of design of the buildings in the proposal we have concerns regarding the height of the buildings which are not to be screened by the additional landscaping proposals. This would be particularly important if the low cost approach of the design to ensure that the rent for young companies was economically viable, compromised the visual appearance of the buildings in any way.

The design of the proposed buildings reflect more traditional industrial buildings which Havant Borough Council advised would be their preference for the site on the pre-application written response received. The amended landscaping plan also proposes some additional planting which will provide some soft screening of the buildings from the more visible vantage points and the public right of way to the east.