Planning Application APP/24/00612 at Land south of, Lower Road, and west of Old Manor Farm, Havant
Ref: APP/21//01071
Your letter to me dated 19 August 2024

Planning Services, Havant Borough Council, Public Service Plaza, Havant, PO9 2AX

Concerns regarding Highway safety and traffic arising from an extra 43 dwellings.

Dear Havant Planning Services,

[redacted]the exit/entrance of the narrow, blind bends with no footpaths which comprise the only access and exit for the substantially increased traffic along Lower Road which also has no footpaths.
In the centre of these blind bends (a 50 metre section) is The Lodge, an elderly persons Care Home (8-10 Lower Road).

I supported the Council's attempts to stop the initial 50 dwelling development, which was overruled by the Government Inspector. Chief among my concerns was the danger from the forecast of the expected considerable increase in vehicle traffic, particular heavy vehicles such as delivery vans and lorries.

I really do not believe the relevant authorities have absorbed just how dangerous the current situation actually is to children, joggers, cyclists, walkers (including the many dog-walkers), plus elderly, infirm adults from The Lodge Care Home. The access/exit arrangements between the blind double bends have no room for a footpath and no space for the considerable 2-way vehicle traffic to pass each other if even one pedestrian is present. There is just one narrow road into the area and the same road back out again.

With the first 50 homes built and occupied, we no longer have to speculate about the danger. It is plain for everyone to see.
You only have to look.

As many people have commented to me, it is now an everyday occurrence that they find themselves on foot in the middle of the blind bends with traffic coming at them from both directions.

If on any one of those occasions, a vehicle fails to brake to a sufficient extent to either pull in behind the pedestrian(s) or tries to overtake at the moment the on-coming vehicle is coming around the blind bend ahead, an accident is certain. This will either mean the pedestrian is hit or the 2 vehicles have a head-on collision. Hence "safety" relies on the drivers seeing the pedestrian 100% of the time and always driving sufficiently slowly to be able to stop, regardless of the road surface being wet, slippery or conditions being dark.
At present, there is not even a 20 mph speed limit in place (15 mph is actually needed). In fact, the legal limit is 30 mph although it would be suicidal to attempt to drive at 30 mph around the blind bends, someone might try, despite the likely resulting death and carnage.

This I respectfully suggest cannot possibly represent a "safe" situation for pedestrian road users and cyclists alike.

And now, it is set to get nearly twice as dangerous!

I attended the original Appeal when the Government Inspector overruled Havant Council and allowed the first 50 houses. [redacted]urged the need for some mitigation to the serious danger presented.
The most obvious solution is to convert that short, 50 metre section 2 way section between the blind bends into 1-way with traffic lights. This would allow safe space for a pavement and pedestrians plus a cycle lane. (This route is on the councils plans for a cycle highway).
This mitigation has actually been in place on a previous occasion. A few years ago, works were needed to the sewage system under the road from outside my house and around the first of the blind bends.
For several weeks, a one-way traffic light system, controlled by sensors, was in place. I was directly observing this arrangement as a few cars would sometimes be queuing outside my house, waiting for the lights to change.

It worked very well.
Please can I urge the Council to implement something similar on a permanent basis.

By chance, yesterday (a Sunday) I had a chat with a very pleasant young couple who live in one of the first tranche of 50 new houses. Like very many others, they were walking their dog [redacted]. They were aware of the 43 houses and were a bit worried about what impact it might have but assumed there was nothing they could do about it.

They mentioned in passing that they were amazed that planning permission ever got granted in the first place for the initial 50 dwelling build!

I told them about the council opposing the plan and the Hearing in 2021 with the Inspector who ruled to allow the build.

Like me, they were very concerned about the further traffic impact around the blind bends [redacted]. As dog walkers (like very many in the new houses), they walk their dog frequently around the bends and commented how scary it is now with the amount of traffic, especially delivery vans etc. It is now very frequent that they find themselves with their dog in the "middle of the sandwich" with traffic coming at them from both directions in the middle of the bends.

And it is about to get nearly twice as bad with the extra 43 houses.

I am sometimes looking [redacted] during the morning rush-hour peak. Cars, goods vehicles, lorries are passing along the road (in both directions) every couple of seconds with just the development we have now. It is frightening to think what it will be like in a couple of years after the next 43 dwellings.

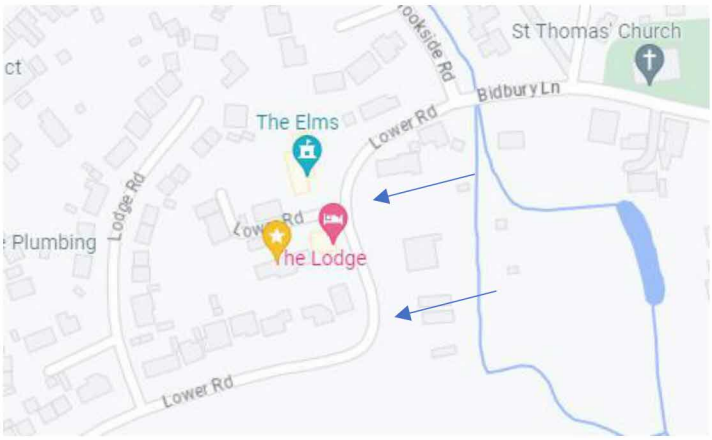
Please can the council give very serious consideration to my traffic light mitigation proposal for that exceptionally dangerous 50 metre section between the blind bends.?

Best Regards

[redacted]

For clarity, I'm submitting the last part of my representation as photos, some showing actual events:

Fig 1



The 2 arrows point to the 50 metre section which cars and people cannot pass together. Blind bends at each end. The Elms Grade 2* Listed building & Lodge Care Home as shown on symbols.

Fig 2 A car driver's view approaching The Elms, Grade 2* Listed building. The Lodge Care Home is on the left, just out of picture.

Fig 3 Going around the first blind bend heading into Lower Road and the new housing development.

Fig 4 Sudden (but frequent) encounter with a lorry coming the other way ……..(date is incorrect – Filmed 2021)

Fig 5 Both halt with car into hedgerow. Car reverses. No pedestrians this time. Part of The Lodge Care Home is visible.

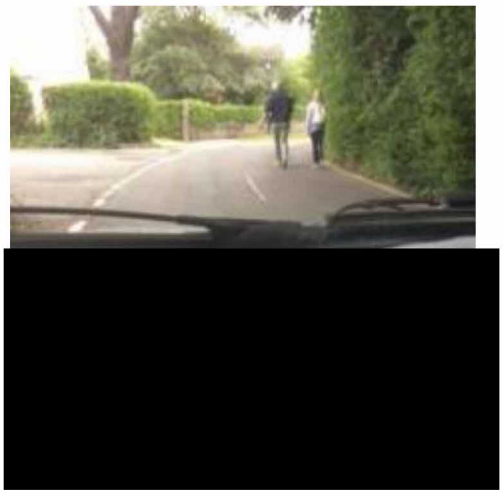


Fig 6. 15 June 2019; my wife driving; The Lodge Care Home entrance is directly to the walkers' left. If a car came towards them from around the blind bend just ahead, it would have to stop in time or swerve out and hit my car head-on.

Fig 7 Typical scene. Only one way in and out.

Fig 8 28th October 2022 Cyclists and children mixing with lorries

Fig 9 18 April, 2023; 18:00. Seconds earlier, the 3 joggers, line abreast jogged past me by the Lodge Care Home [redacted], completely hidden by the blind bend they had just run around. A car came round the same blind bend, up behind them and swerved out around them and is now out of the picture. Fortunately, the cyclist had not yet got to the point in the photo.

Fig 10 Ambulance reversing back into the Lodge Care Home (a frequent occurrence)

Fig 11 A regular, everyday encounter; no pedestrians involved this time .....

Fig 12 This lady and her dog (left hand photo edge) are about to have a close encounter ...

Fig 13 ..... with a cement mixer .....

Fig 14 Fortunately, both survive. On this occasion.

Fig 15 Many more dog walkers since 1st 50 houses built .....

Fig 16 and more …..

Fig 17 Wet, narrow and slippery ….
The Lodge Care Home entrance on the right ……