

To: Planning Services, Havant Borough Council, Public Service Plaza, Civic Centre Road, Havant, PO9 2A

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and :

Hampshire County Council, Economy, Transport and Environment Dept, Elizabeth II Court West, The Castle, Winchester SO23 8UD

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To: Havant Council and Hampshire County Council:

Ref : **Representation on Planning Application APP/19/00427 (Amended)** - 50 new dwellings on Land south of Lower Road, Old Bedhampton / **Transport safety**.

Dear HBC and HCC,

As you may be aware, there is considerable concern about the hazards to Pedestrians arising from the 50m stretch of road surface between the 2 blind bends in Lower Road. This 50m is bordered by a brick wall on the west side and a tall, thick hedge on the east side. There is no verge or walkway or room for either. Hence vehicles coming across a pedestrian in this stretch must either stop or swerve around them. If there are 2 vehicles travelling in opposite directions, one of the drivers must of course stop or hit the pedestrian. There is nothing the pedestrian can do to protect themselves. There is nowhere for them to go.

Can I suggest there are two groups within the category of "pedestrians" that have not been properly considered from a safety point of view?

- 1) **Children** will want to go to play on the fields of Bidbury Mead park. This includes children from the existing Lower Road and Lodge road properties together with children from the new development (if it proceeds). It should be noted that the existing population is in fact fairly settled with a relatively low proportion of children - this may not be evident from the i-Transport surveys but may go some way to explaining the lack of accidents so far despite the absence of a continuous footpath. We do of course have grandchildren visit who will go to the park. The extra 50 houses being proposed represents a 63% increase in the number of dwellings served by the section of Lower Road between the blind bends. It may also be expected that the new development will have a higher proportion of families with children than the existing homes. Bidbury Mead Park is currently (and happily) a magnet for children to play various games and get good exercise. However, the children will of course need to travel east so they will enter the section of Lower Road between the blind bends without a footway. They will be on bikes or walking and being children, cannot necessarily be expected to show the same concerns for road safety as adults might. However agile the children might be at avoiding on-coming vehicles in the road in front of them (or coming up from behind), with no verges, a brick wall on one side and the hedge on the other, there is no way they can avoid the vehicles.
I have to ask if the safety aspects have been fully considered and what measures have been proposed to ensure their safety.
It is unrealistic to suppose children in particular would access Bidbury Mead park by any other route than the most direct.

2) Mobility Scooters Users (including Wheelchair Users):

This group are often (although not always) elderly and increasingly value maintaining their mobility. Their vision and hearing is often less sharp than younger persons. I have recently become a Trustee for the Charity that owns both the Lodge Care home and The Elms Graded 2*Listed building which has flats, mainly let to older people. Both buildings are adjacent to each other and situated between the Lower Road blind bends. The Lodge entrance is actually at the start of the no-footway section.

Quite a number of the residents use mobility scooters and should they wish to travel southwards and to the west end of Lower Road (eg for fresh air), they must first transit the "no footway" section with its accompanying vehicle hazards.

Within the existing residents generally these properties have been purchased as the owners have become more financially secure with a view not just to raising their family but as their "forever home", well into retirement and often where they hope and expect to end their days. So whilst mobility scooter use may not be great now as we residents get older so it is likely we may become more reliant on them - particularly with the bus services some distance away and uphill and even the local shop a significant walk away for those whose legs no longer have the vigour of youth.

Additionally, there are likely to be some residents who may move into the proposed new development who are already reliant on a mobility scooter. I assume HBC would, if planning consent were to be granted, ensure the proposed new development will have homes which have to meet the standards for accessible homes? These standards are likely to make them a more attractive choice where a family member has limited mobility than an older property which does not meet these standards.

Again, can HBC/HCC give an assurance that the safety of these 2 groups of mobility scooter users has been fully considered and what measures have been proposed to ensure their safety?

Best Regards

