

Transport Assessment Summary Points

1. Distances to local amenities have been grossly underestimated, in some cases as much as 3 times, which places doubt on the basis for the assumptions in the travel assessment.
2. Bowers Gifford is cited as being connected to Basildon. There is a green corridor between Basildon and Bowers Gifford which can clearly be seen from OS maps. Therefore we would argue that it is not connected in the way implied.
3. The assessment states that footpaths to local amenities are 1.5m wide. This is not the case for a significant proportion of those routes, with some footways being less than 0.8m wide.
4. No mention is made of the considerable congestion along the London Road around school times due to parking associated with the primary school traffic.
5. Pitsea railway station is already lacking in car parking spaces and passengers are already standing from Pitsea meaning that the service is already over capacity.
6. C2C rail have clearly stated in an email to the Residents association (Appendix E) that there is a minimal amount of spare capacity on the service.
7. Vehicular access to Pitsea Station for commuters is along Pitsea Hall Lane, which is single lane, both directions. Pitsea Hall Lane is also used by shoppers at Tesco, the residents of Pitsea Mount (approximately 350 dwellings) and lorries taking refuse to Pitsea tip. The bridge approaching the station is under a protection order, and only one lorry at a time can cross the bridge, which causes tailbacks. Immediately after the station there is a rail crossing which when closed causes further tailbacks and delays up to the A13 roundabout making access to the station difficult. The addition of bus services would only cause to exacerbate this problem.
8. The plan to divert Pound Lane and have droppable bollards will significantly impact the time taken for emergency services to reach a large proportion of existing residents.
9. The plan recognises that there is already congestion in the London Road and at Sadlers Farm but still relies on there being sufficient capacity for growth.
10. Plans to use the A127/Pound Lane junction for construction traffic will increase the risk of fatality already associated with that junction.
11. The plan recognises that Burnt Mills Road is an accident blackspot, and that it is the means of accessing the employment in the industrial areas. There is no capacity along that road for improvements to footways and therefore the accident associated risks will increase.
12. The plan proposes making alterations in Pitsea that worsen cycle safety.
13. The plan relies heavily on a change of habits in modes of transport to ensure that congestion in the area does not get worse but assumptions around how this will happen (car sharing, cycle hire businesses) have not been supported by any evidence to show that they will work.