

# **BGNB RESIDENTS' ASSOCIATION 2013**

## **SUMMARY OF TRANSPORT ASSESSMENT**

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Para	Summary	Comments
2.10	Site will provide access by sustainable modes of transport reducing need for travel by private car	Report grossly underestimates distances to amenities. See Appendix A for distance comparisons.
3.1	Bowers Gifford connected to Basildon	There is no connection –areas separated by Green Belt
3.11	Footways along Pound Lane stated to be 1.5m	Footway from William Road to London Road on West side not 1.5m

3.13	Footways along London Road – no sizes given	Footways are generally considerably less than 1.5 metres from the top of Pound Lane to The Bull Pub with the narrowest section being less than 0.8 metres.
3.14	References Basildon Cycle plan at Appendix B	Appendix B is Public transport timetable and maps information
3.16	Pitsea Railway station within 2.5km of the site	Railway station is 3.37km from the junction of Homestead Road and Pound Lane.
3.16	Pitsea train service provides a good level of service	Observations at peak times are – <b>Carole Observations</b>
3.17	Table given of distances	These distances are grossly underestimated. See Distance Table Appendix A
3.18	Promotion of sustainable travel choices	Having underestimated the distances it cannot be accepted that proper regard has been applied to the feasibility of walking/cycling as an alternative to cars.
3.20	Existing schools are within 2 km	Primary School is 2.74km (34 minutes walking time) and Senior School 4.5 km (56 minutes walking time) from the site.
3.21	States a Safe Route to School Assessment is at Appendix D	Appendix D is the TRICS output data.
4.9	Refers to correspondence with Bus Service provider at Appendix G	Appendix G is an example of the residential travel survey
4.15	Pound Lane will be diverted round the loop of the new development	This will increase journey times for all the traffic on Pound Lane therefore increasing pollution in the area
4.18	Droppable bollards to allow emergency access	This will greatly increase the time taken for the emergency services to access around 20% of the current residents of the area.
5.5	224 students to the school. States only new trips would be staff.	There is no assessment of how many students are likely to be from other areas under the right to choose and the potential traffic from these students.
5.13	Assessment of mode of travel to work	No assessment of travel to schools

5.18	Plan to bring construction traffic in from the A127 end of Pound Lane to minimise travel “through congested areas of London Road and at the Sadlers Farm roundabout	Para 3.7 states “The improvements at Sadlers Farm....should provide sufficient capacity to accommodate the future growth anticipated.....” If London Road and Sadlers Farm is recognised to be congested now how can it be sufficient for future growth?
5.18	Use of A127 as access point for construction traffic	Given that the North end of Pound Lane has been accessible at least 3 times in the last 3 months due to flooding there is no mention of what alternatives would be put in place in this eventuality.
5.20/5.26	Details traffic movements during construction periods.	Likely to be in excess of 125 traffic movements to and from the site each working day during the construction period. This represents a significant increase in traffic.
6.33	Recognises that the junction of Burnt Mills Road and Pound Lane is over capacity.	Bringing all construction traffic along Pound Lane from the A127 will serve to increase the congestion.
7.2	References the “close proximity” of local facilities	It has already been proven that these have been underestimated which places doubt upon any assumptions made with regard to the possible alternative travel modes. It should also be noted that for journeys to Dipple Medical Centre and Eversley Primary School Google Maps gives a warning “This route may be missing walkways or pedestrian paths” See Appendix B and Appendix C
7.5	References increased provision for cycling	There is no provision (or possibility of provision) for cycle routes along Pound Lane which would put cyclists at considerable risk and cause congestion if they cycle on the main carriageway.

8.3	References 2 fatal accidents at the junction of A127 and Pound Lane	Bringing all construction traffic along Pound Lane from the A127 will serve to increase the risk of fatalities
8.8	Recognises that Burnt Mills Road is a particular accident 'black spot'	Access to the Burnt Mills Industrial Site as a key location for daily access as recognised in the table at 3.18 will only serve to increase the accident risk along this road.
9.4	States there are no improvements intended to the footway/cycleway network as part of this proposal	This is not sustainable given that the proposal places significant dependence on the increased use of walking and cycling as a means of transport, and to reduce use of cars.
9.16	Proposal is to replace the off-road cycleway with an on-road cycleway due to the need to widen the High Road at Pitsea.	Given the recognised increase in traffic in this area (hence the widening) and the proposed increase use of cycling it is suggested that this will increase the risk to cyclists.
10.4	States amenities can easily be reached by bicycle	As previously stated the distances have been understated. There is also no work to show how much cycle traffic there is along the routes to those amenities. Personal observation shows that it is minimal and the proposal contains no supporting data to show that the provision of cycle shelters and £40 voucher will make any difference.
10.4	Local train station is within 2.4km	Site is 3.37km (42 minutes walking) from the Railway Station.
Residential Travel plan 6.29	Plan includes a cycle hire and repair business within the development	We doubt that the development would provide sufficient business for such a business. Local Hire prices are around £25 per day. With the average purchase price of a normal commuter bike at around £200 it is unlikely anyone will hire. Assuming 20% of the new households

		purchase a cycle the gross revenue in year one would be £30k, the repair revenue in subsequent years considerably less. There is also an established cycle sales business at the Tarpots.
6.34	References <a href="http://www.essexcarshare.com">www.essexcarshare.com</a>	This website is for Essex Council employees only. There is no reason to believe therefore that it will have a significant impact on the traffic of the proposed development.
8.3	Aims to reduce single occupancy car travel by 20% over 5 years.	This means that, assuming car travel increases by 100% in direct correlation to the increase in the number of dwellings on the current number, the increase even if the travel plan is successful will still be 80% of the current traffic. This means that the 5 day pm average flow of 475 (para 3.25 in the main report) could potentially be 855 and puts into doubt that assumption that signalling changes will have sufficient impact on the already over capacity junctions.