

JODY SLATER

Planning Committee Presentation – GE Aviation #2

Thank you for the opportunity to speak for a second time with regard to this application.

As with my previous presentation, I am still objecting and focusing on the issue of access, for which the applicant has applied for detailed consent.

Firstly, I must thank Damian Tungett, from GE's Transport consultants who has, following the deferment of the application, spoken with me at length regarding their emerging junction design. This is much appreciated, and therefore it is important that whilst I'm afraid I'm about to be somewhat negative again, this is not a reflection of Damian's efforts to respond to the communities comments. More a reflection of Hampshire Highway's complete lack of care about leading the way in positive, integrated, sustainable, multi-modal transport design.

Hopefully some of you will have actually managed to see the junction design, despite it only being made available online today, which I'm told is technically acceptable, but I think on a practical note doesn't really say anything positive about how EBC regards the views of its residents, and makes me think that perhaps this application is being reheard somewhat prematurely.

Whilst the revised design does make some improvements;

- Dedicated HGV parking,
- retaining public parking,
- tightening junctions to reduce driver speeds

It also blasts a massive hole in National Cycle Network Route 2, which currently passes through the outer (eastern) edge of Coronation Parade. Now I know many car bound residents don't understand why we have a 4m wide 'pavement' in this area. But this is in actual fact a proper 'shared surface' route, which is the statutory minimum width (3m plus 1m so people can open their car doors). This allows cyclists and pedestrians to move in both directions with little chance of getting in each others way. This means kids on bikes, mothers with buggies, commuting cyclists can all transit through Coronation Parade without blocking the narrower pavement near the shops, or taking their chances on Hamble Lane.

This design removes the shared cycle and pedestrian route on the eastern side and does not add enough width to the other side to re-provide it. Apparently Hampshire Highways are worried about car drivers feeling exposed when they climb out of their vehicle if it is any narrower – if they want to feel exposed, they should try cycling on the main carriageway of Hamble Lane with a two year old in a bike seat – that is exposed!

But that's exactly what I'm going to have to do, if these designs are considered acceptable, because the pavement width simply isn't wide enough on the shop side to create a shared route. We need a minimum of 5m. Without this everyone who currently cycles through Coronation Parade will have to use Hamble Lane. According to GE's Ped and cycle survey that's ninety six cyclists on an average winter Thursday. Ninety six potential crashes, ninety six times you could get held up in your car by some poor cyclist trying navigate their way through the hell hole that is the top of Coach Road. Ninety six people who may give up cycling because it's too damn scary, and it's definitely not a number that's going to get higher. All because we aren't taking the time to work out a design which re-provides a proper shared surface route.

This design needs more time, it needs the aid of people who are experts in designing cycle infrastructure, and it needs a commitment from those who represent us to do the right thing to maintain and enhance our cycling and walking infrastructure to protect our most vulnerable residents, not destroy it.

This design goes expressly against the policies of both Hampshire and Eastleigh to support and improve cycling and walking infrastructure, it doesn't answer the concerns raised in the road safety audit, and I can't see an equalities impact assessment either. It is also somewhat ironic that despite both declaring a climate emergency not six months ago, Hampshire and Eastleigh are both now prepared to consent a design which will reduce access to cycling and walking, and probably puts more cars on the road. *

More work needs to be done, so once again, I am asking the committee - please have the back bone that Hampshire Highways do not, and step up where they have failed. Defer this application to give the applicant time to prepare a detailed scheme which retains and improves the situation for ALL modes of transport. Do not leave us at the mercy of whichever volume housebuilder they flog this site to, who we all know will only seek to remove quality from the scheme, not add it. Set the bar in its rightly high place.

This applicant must deliver a comprehensive multi-modal solution which benefits the whole community.

** Please note that as of August 2020, this work would now also be in direct contravention of central governments requirements set out in LTN20.*