



Hayling Island Infrastructure Group

1 November 2017, 10:00-12:00

Newlease Room, The Plaza, Civic Centre Road, Havant, PO9 2AX

Minutes of Meeting

Present:

Community representatives: Anne Skennerton (HIRA), David Parham (Save Our Island), Rosie Law (Hayling resident), Anthony Higham (HIRA), Mike Owens (Hayling Informer), Peter Oliver (LVA), Ann Griffiths (LRA), Wilf Farrow (Cycle Hayling), Robin Davison (Save Our Island), Jim Palmer (HIRA), Elaine Kilbey (LRA), Paul Millman (NEHRA), David Pattenden (Secretary of LRA)

HBC representatives: Linda Jewell (Planning Consultant), Jaqueline Boulter (Principal Planning Policy Officer), Louise Berridge (Projects Engineer), Andy Biltcliffe (Head of Planning)

HCC representatives: Graham Wright (Transport Planning Manager), Caroline Richardson (Principal Transport Planner), Holly Drury (Senior Engineer), Chris Hirst (Assistant Transport Planner)

Councillors and county councillors: Cllr Michael Wilson (Chair of meeting), Cllr John Perry, Cllr Leah Turner, Cllr Joanne Thomas, Cllr Lance Quantrill, Cllr Tim Pike

Apologies

Cllr Andrew Lenaghan, Polly Chapman (LVA), Chris Lyon (Rook Farm Management)

1. Introductions

Cllr Wilson began by welcoming Caroline Richardson and Graham Wright.

2. Notes of the last meeting and matters arising

Anne Skennerton stated that she raised a point about dual power for the pumping stations on Hayling; Anne also stated that Cllr Lenaghan pointed out that in the past a ferry or a

tanker would come along to pump out the water but of course this will not always be possible. Anne would like this information to be added to the minutes.

Cllr Perry added that Southern Water said that they produce infrastructure for the near term and don't tend to over implement infrastructure. Cllr Perry stated that he struggled to understand how the 900mm pipe on Hayling installed in the 60s would be sufficient for the current need.

ACTION – Jennifer Parkin to add points to the previous meeting's minutes.

3. Traffic flow and count

David Parham gave a detailed presentation on traffic flow and count – handouts were given out and a copy of the presentation will be sent out alongside the minutes.

David acknowledged the efforts of Anthony Higham in analysing traffic data over many years and his results form the basis of the presentation. David's presentation covered –

- Traffic flow for 2015, 2016, 2017 (Mon-Friday)
- Traffic flow for August 2016, 2017 (Mon-Friday)
- Traffic flow for 2015, 2016, 2017 (Mon-Friday) including upper range limit @ 6%
- Traffic flow for April 2016, 2017 (Mon-Friday)
- An estimated traffic flow for 2020 (Mon-Friday) using 2016 data with a 2% growth each year
- Cobra data

David summarised by adding that HCC has determined that development projects on the island generate a traffic load on the A3023 of 2% per 160 housing units constructed. Based on a recent FOI request; the housing projection as of April 2016 were 367 housing units and these generated a 4.6% traffic load over time. Sites such as West Town Corner, Pullingers, Hayling Billy etc. will add a further 1.8% - therefore the total 2% per annum seems like a conservative allowance.

David stressed that if Local Plan sites are released a further 6% traffic load would be added to both projections.

David spoke about the majority of congestion/gridlock situations being caused by bottlenecks such as bus stops, accidents, road junctions, bicycles, horses, lorries etc. HBC and HCC should be equally concerned with the evolving traffic situation as the excess southbound demand will be stored in Havant Road and the A27. David stated that the Local Plan must include a model of the A3023 at capacity.

If HCC's position is to "do nothing" or "wait and see" they must be prepared to justify why it is acceptable to isolate the island from the mainland.

4. Hayling Island journey time monitoring

Caroline Richardson introduced herself and Graham Wright to the group. Caroline presented a slideshow presentation on journey time monitoring, covering –

- Census statistics for Hayling Island
- Pilot Bluetooth survey details
- Hayling Island route map
- Traffic count data on Hayling Island
- Summary of journey times and key findings.

A copy of the slideshow will be sent out alongside the minutes.

Caroline summarised by pointing out that weekday flows are typically higher than weekends. There's less journey time variance during weekdays with a greater variance at weekends - the most variation in journey times is through Stoke. Daily average journey times are typically below 10 minutes. Caroline also stated that HCC have now purchased a permanent journey time monitoring system and counters were installed mid September which will be used in the future.

Anne Skennerton expressed her concerns over using Bluetooth as a main source of information. Not everybody has Bluetooth on their phones or in their cars and not everybody will use the same full route. Caroline highlighted that the Bluetooth picked up 30% of vehicles. Cllr Wilson reminded the group that Bluetooth picks up journey times.

Mike Owens also expressed his concerns over the credibility of using Bluetooth. Bluetooth devices have a short range and also pointed out that not everybody has Bluetooth, and Bluetooth devices can interfere with each other. Mike asked how using Bluetooth can be justified. Caroline stated that Bluetooth is a well established method – many companies use it. It has been tested and there are also separate sensors for counting the amount of traffic. Graham Wright added that the software they use filters out abnormalities such as cyclists and buses.

David Parham stated that the analysis needs to be understood, and that the demand cannot be forecasted; the demand on the A3023 is growing.

Cllr Wilson asked whether it is accepted that a critical point is reached where capacity is considered met or exceeded. Graham Wright stated that capacity is dynamic, situations such as polite gestures, parking up of vehicles, cyclists and water works. HCC calls this 'friction' which reduces capacity of the road network. On the A3023 it is quite often the junctions that cause problems. These can be much worse in the summer and at weekends due to more interaction and movement. Graham stated that Cobra is designed primarily for new roads. Graham also stated that it is not possible to definitively state the capacity number of the

A3023 and the reason for that is because of the dynamic changes going along the road. There can be congestion and overflow if the bottleneck is constrained at any point and likewise you can get good high levels of flow if constraints are removed. There isn't a finite capacity.

David Parham stressed that there is a housing growth and an increasing demand on the A3023 and somehow a model has to be able to reflect this demand to give the Council an idea of when capacity will be exceeded or when there has to be a stop on building more houses. The infrastructure plan needs to be aligned to the Local Plan.

Louise Berridge stated that all that information will be fed in to the model to create a more reliable picture.

Cllr Wilson added that there's currently no specific mitigation in place at the moment and this will be required before any sites are put forward. Louise stated that mitigation is still being looked at so cannot confirm until the results are in.

Cllr Wilson asked whether the results would be in before 18 December. Andy Biltcliffe stated that it is unlikely the results will be in by then. When it goes to Cabinet it will be caveated with the need for the transport data to be inputted, if there are Hayling Island sites in the plan, these will have caveats so say that data is needed before there's any further progress. Robin Davison asked whether it was agreed that 27000 AADT (Annual Average Daily Traffic) is the maximum capacity, and whether HCC can say enough is enough when it comes to building more homes. Graham said that there's no single number of capacity to apply to the existing road and asked the group what their expectations are of capacity. Graham added that the Department for Transport used fleets of vehicles with GPS detectors to record the speed of traffic on the A roads in Hampshire. Results showed that –

- A3023 (northbound) the average speed was 30.7mph
- A3023 (southbound) the average speed was 31.5mph

- A259 (eastbound) the average speed was 24.7mph
- A259 (westbound) the average speed was 22.6mph

These results were recorded in December 2015 and shows that the A259 traffic was slower than the A3023 traffic. The speed of traffic recorded in December 2014 was even slower.

Louise Berridge stated that she noticed there was quite an increase in the percentage of journey times as shown in the presentation – 20/30% increase on a bad day and that is quite a big increase if you imagine a 30 minute journey.

Robin Davison asked whether HCC are concerned about the capacity and stated that he believes HCC will just 'wait and see' what happens after accepting more housing. Graham Wright stated that yes HCC are concerned, and recognises that Hayling Island's situation is unique.

Cllr Perry said that he believes HCC have filtered and smoothed out their figures so their graphs will not show the small peaks; which are important. He would like to see raw data. Graham Wright stated that HCC will try to address that and that he is happy to send data to the group.

Paul Millman asked whether HCC have assumed that people are travelling from the bottom/top of the island – and pointed out that not everybody travels that whole distance; a lot of residents only travel within the island and not on/off. Caroline Richardson stated that HCC does have the data for cars travelling in between the 5 points on the island; it just wasn't shown in the presentation for this meeting.

Peter raised concerns over macro issues, and said that houses should be built near where the demand for jobs are. There are no jobs on the island for residents, young people especially. Andy Biltcliffe added that latest government projections for numbers show that places like the Cambridge corridor where growth has been recognised; their numbers have gone down because there has not been any historic growth. There's a national government consultation which ends on 6 November if anybody would like to make representation.

Cllr Thomas stated that to anybody who has not lived on the island, they will never understand its infrastructure problems. Cllr Thomas brought up the Segensworth situation as an example and how it has multiple routes to avoid congestion but Hayling Island only has one exit – the journey on/off the island cannot be altered. From 2001-2011 the population increased by 6%. From 2011 to now, there needs to be a finite capacity. We should be concentrating on those peak points in the data.

Graham Wright said that he understood the one route situation and that comparing the data presented by David Parham is useful and HCC will do their best to work with HBC. Mike Owens suggested that HCC gives HBC a recommendation on how many houses can be built without causing any more problems on the A3023. Mike said that he is not convinced with HCC's data – the information HCC give informs HBC on how many houses can be built over the next 20 years.

Anthony Higham asked whether HCC can work out the economic loss due to delays and at what level of congestion we will be prepared to accept. Anthony wondered whether the A3023 will go up to congestion factor 5 before anything is done. Louise Berridge stated that factors are based on RFCs (flow capacity) at 85%, anything over 95% becomes severe. If the Local Plan takes it to 100% it will be then considered severe.

Andy Biltcliffe said that sustainability must be taken in to account; advice will be taken from Highways in terms of the severity of congestion and what mitigation can be put in to place. Louise stated that the model will flag up all the junctions that have severe or significant impacts and Highways will work closely with planners to decide which junctions need investigating.

Andy said that the Transport Assessment will most likely be published in February.

Rosie Law stressed that she felt February would be too late to act on the findings; there is a massive urgency. Andy pointed out that the consultation is part of the draft plan and that actually the consultation is at a relatively early stage of the plan; after the consultation has ended comments will be taken in to account whilst the Plan is redrafted.

Jim Palmer stressed that the report needs to be written now and feels that since the group first started meeting they're no further ahead. Journey times cannot be predicted and more pressure is being put on the A3023. Jim stated that he felt he is yet to see positive changes. Jim also spoke about developers wanting greenfield sites and not brownfield sites, which is a problem.

David Parham acknowledged that HCC's figures are consistent with his figures, and wondered whether a sub committee could be set up for group members to attend. David also acknowledged that although it would be hard, holiday resorts on the island do also need to be taken in to account. Cllr Wilson said that he didn't think that would work, but more regular meetings would be possible.

Anne Skennerton also requested more communication before final reports go out. Cllr Turner asked whether the weather is taken in to account and also pointed out that unfortunately HCC's data has already missed situations such as unauthorised works and accidents that have happened in the last year.

Graham Wright stated that surveys hopefully will pick up one off events and that further data will look at how individual events can cause delays. In relation to planning applications and where severe impact cannot be mitigated HCC will make recommendations from a highway perspective, and can state that they believe the application would be unacceptable. The Planning Authority (HBC) would then make a decision on whether to refuse planning permission. Graham stated that this would only be if the impact is severe.

Anne Griffiths suggested that the Langstone roundabout is too small, and that when traffic builds up on the roundabout it can take 10 minutes just to travel from the roundabout to the bus station.

Graham Wright stated that he does not believe that roundabout is small – concerns have been raised before to Highways England who manage the roundabout and A27. Graham does believe that further work can be done there. Graham spoke about a programme that Highways England run where that roundabout has been chosen to be piloted. Graham said that he attended a meeting recently and feels encouraged by it. It is the first junction in Hampshire to be looked at, and he will keep the group informed.

Peter Oliver asked where HBC are at with capacity and whether the model can produce capacity info. Andy Biltcliffe said that the paramics microsimulation model is running and potential development sites will be fed in to the model to reconfigure junctions. Mitigation will be looked at using the model and if that does involve construction of new traffic lights as well as SUDS systems for example, the developer will be responsible for the costs involved. Peter pointed out that development will affect the whole borough.

Robin Davison asked that if the model's infrastructure information is not ready by cabinet date will current applications stay out of the plan.

Andy Biltcliffe confirmed that the Plan is still being looked at. If it does include certain sites there will be a caveat on those sites to say that infrastructure data is still needed. This does cover all sites but particularly the Hayling sites – it would be identified as an outstanding issue. With HBC positively planning in this way it shoes a good position to be in and the Government will see progression.

Cllr Thomas asked about the meeting with Highways England, and the possibility of yellow boxes being put in at the Langstone roundabout - if that could be suggested. Jim Palmer suggested that Havant operate and Park and Ride service for commuters travelling to and from the Havant train station. Graham Wright stated that it would be a Network Rail issue but doesn't feel that commuters affect the traffic in peak times. Graham said that he does not know of any proposals to bring in a Park and Ride service.

Cllr Wilson thanked David Parham, Caroline Richardson and Graham Wright for their presentations.

ACTION – Jennifer Parkin to distribute presentations with minutes.

Louise Berridge made the group aware of a transport questionnaire that is being undertaken to better understand travel behaviour on the island and assist in identifying possible improvements to the public transport networks, including walking and cycling. The survey is part of the work in developing the Local Plan.

The survey will be available online at www.havant.gov.uk/current-consultations with hard copies available in the library and community centre. The survey will go live around 13th November and the deadline for completion is 10th December 2017. The survey will be well advertised throughout the Borough.

5. Date of next meeting and any other business

Cllr Wilson confirmed that the date of the next meeting will be after Cabinet, which is on 18 December and will be decided shortly.

6. Close.