

Hayling Island Infrastructure Advisory Group

24 July 2018, 1400-1510

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

Notes of Meeting

Present:

Cllr Michael Wilson (Chair), Lance Quantrill (HCC), Ray Rowsell, Wilf Forrow (Cycle Hayling), Ann Griffiths (LRA), David Pattenden (LRA), Derek Bell, Cllr Leah Turner (HBC), David Hayward (HBC), Tim Pike (HBC), John Driver (HBC), Jim Palmer (HIRA), David Parham (Save our Island), Robin Davison (Save our Island), Jade Ellis (HBC)

Apologies:

TBA

1. Introductions

Cllr Michael Wilson opened the meeting and the attendees introduced themselves. He said that the minutes of the previous meeting would be formally agreed at the following meeting.

2. Partnership for Urban South Hampshire (PUSH) Air Quality Study

A presentation was given by Jade Ellis on a study produced by the consultants Ricardo. To give a background to PUSH, she explained that the group was comprised of 11 authorities across Hampshire who discuss current and emerging issues. This report is looking at the impact on designated sites and at the impact of air quality on human health. The study area only includes 9 of the 11 authorities.

Air Quality

The Solent Transport's Sub-Regional transport model is used for the study and looks towards the PUSH development project date of 2034. The study looks at two points in time which are 2014 and 2036. The model shows that in 2014 there are 75,000 traffic movements a day on the M27 and M3 and it is projected that in 2036 this will rise to 100,000 a day.

David Parham said this study is in draft form and the consultants are doing additional work and hope to have the report ready in 5 weeks' time.

David Hayward said the slides from this presentation can be made available to the group but not the draft report.

Jade Ellis told the group that the results from the report have been validated for air quality emissions.

Ray Roswell wanted to know how accurate the figures are?

John Driver explained that there is a procedure for taking measurements across PUSH and comparing them against the PUSH area and a correction factor can be applied to bring them closer together.

The air quality objectives are measured at sites where people are regularly exposed to pollution. HBC don't have any declared air quality management area sites where there are exceedances. Langstone Road was highlighted as having high levels but that was because the monitor was near to a bus stop and picked up the exhaust fumes as the buses idled at the stop and then pulled away. In 2014 the annual mean figures were exceeding the recommended pollution levels, but it is anticipated that in 2034 these will drop because of better emission levels and higher vehicle standards.

ClIr Wilson asked how are the air quality management areas chosen?

John Driver said it is the duty of the Council to assess and declare zones.

David Parham asked if there is a monitor in Park Road South?

John Driver explained that there is the highest level of monitoring on this road. The air quality levels are borderline, but it cannot be demonstrated that it is at an unacceptable level or falling as it has at other sites in the borough.

Ann Griffiths asked why levels are falling at some sites and not others?

John Driver explained that this is due to a combination of the lack of traffic growth, the introduction of better EU vehicle standards and traffic not being routed through the centre of Havant has resulted in the falling levels.

David Pattenden asked how the figures compare with the M27?

John Driver said that levels are usually better where the traffic is free flowing and there are often bigger issues where traffic is stop/start or idling.

Robin Davison asked what can be done if areas become critical?

Tim Pike said they are looking at the backlog of traffic and how it can be eased without major intervention.

David Hayward said that in the longer term they are looking at access onto the M27 so that traffic such as HGV's will be diverted away from the town centre.

John Driver said they need to look at using the existing policy to head-off air quality problems before they arise. The east side of the M27 is worse for air quality which is probably due to the way the vehicles are being driven.

Robin Davison wanted to know how the results will be affected by another 1000 houses on Hayling Island?

Jade Ellis said she expected a general improvement in pollution levels due to better vehicles on the road and improving emission standards.

Habitats

Pollutant impacts on the environment will be different to those on human health. There are recommended mitigation measures such as SANGs, which will take the public away from more polluted areas, a reduction in speed limits, reducing ammonia from agricultural sites and introducing green buffers in new developments.

David Parham said there was a major pollution issue in Southampton Docks from the cruise ships.

Jade Ellis confirmed that this had been factored into the model.

John Driver explained that emissions from the cruise ships had been a major issue because they needed to keep their engines running to generate power, but alternative power supplies placed at the dockside will reduce this need.

Robin Davison said that this report has been produced using EU law and wondered what the likelihood is of those regulations changing when we leave the EU?

John Driver said that the current regulations had been transposed into British Law and would therefore remain in place unless our government amended them.

Jim Palmer mentioned that when the group met on 25 April, the group were told that Air Quality would not be an issue and he wondered if that was still the case?

Jade Ellis confirmed that it was.

3. Any other business

David Parham said that following an EIR request from Barratts where they asked for SUDS, they indicated their development application would be submitted by last week. Has HBC had any discussions with them?

David Hayward said he believed that the application had been received but explained the application process and that it can take time for an application to be made valid if not all of the required information has been submitted.

Tim Pike said that care needs to be taken to ensure all of the information has been provided by Barratts before the application is made valid and subsequently made public.

David Parham showed a map to David Hayward asking whether HBC or HCC owned four parcels of land which adjoin the site?

David Hayward was unsure but suggested he either contact Land Registry or the Estates Department at HBC to clarify whether the Council own any of it.

David Parham suggested that if the next meeting is to be about the A3023 review that the group need to receive the report beforehand so that it has time to understand and evaluate it, bearing in mind that we are into the holiday period.

David Hayward said the group will be sent this information ideally two to four weeks beforehand, but it is on the basis that it is confidential.

Ann Griffiths mentioned that the traffic lights at Elm Lane and Park Road South only allow 4 cars to turn into Elm Lane before they change, and bus drivers are getting frustrated.

Tim Pike said the lights are trying to deal with more traffic than they can be expected to and the priority is to allow more traffic out of the town centre than in. They are looking at a scheme to help prioritise buses, but it will reduce the priority for private cars. There are some things which can be done in the short term and longer-term things which will be fed into the Local Plan.

Jim Palmer said there used to be a plan for a road to cross the rail track, but it fell beside the wayside when budgets became tight.

Tim Pike told the group that he is happy to look at any ideas to help alleviate the problems such as cycling and walking improvements from Langstone.

David Parham asked if the road would be improved following the re-development of East Street?

Tim Pike said we need to do more to encourage people not to use their cars. An idea would be to close the New Lane crossing to private motorists and therefore reduce the number of vehicles entering the town centre.

Ray Rowsell is concerned about the slow progress of the traffic modelling particularly as the end date is not moving.

Cllr Wilson told the group that he shared their frustration.

David Hayward gave the group his assurance that it is still a priority and that a lot of work is going on, but he can't give a date as to when it will be completed. He asked the group how long they wanted to look at the report before meeting to discuss?

All – the group concluded that they would like it circulated a minimum of 2 weeks before the meeting, so long as people are around and not on holiday.

Close.

Cllr Wilson closed the meeting at 1510.