

# Hayling Transport Assessment

Cllr Pike's foreword

Confidential for Infrastructure Committee members

# Timing

- We wanted to produce a coherent document that stands up to scrutiny from professional engineers and residents
- We have been delayed by unforeseen projects, e.g. nutrient neutrality
- I wanted to ensure we had a realistic and pragmatic proposal that is deliverable
- It takes time to work with all the other organisations – HCC, Highways England, bus companies, train companies
- We have worked with developers so that no major applications have been considered in advance of this meeting – developers will have access to this information

# Key points

- Without mitigation, the increased traffic from new development would have a severe impact on the highway network.
- However, mitigation is possible which removes the severe impact – therefore development cannot be prevented by highway issues
- I therefore want a plan to get the biggest improvement we can from the developers contributions – noting that they cannot be expected to deal with existing issues.
- However, that doesn't stop us looking at pre-existing issues at the same time with funding from other sources

# Key points

- This assessment goes way beyond what would normally be expected by a Local Plan, and includes work that would usually be done by developers for specific sites.
- Any mitigation that can be implemented in advance of development will result in improvements (before that headroom is used up) – and that is what we want to see happen
- We need to get the phasing right – and we have suggestions as to how improvements should be phased across the local plan period

# Key points

- We will need to build consensus with the highway authorities and other service providers, e.g. buses, along with potential funding sources beyond developers, e.g. Local Enterprise Partnership, Community Infrastructure Levy, other national funding streams
- We have brought the Chief Exec of the LEP and the Leader of HCC to Hayling in recent weeks to show them the issues first hand.
- The LEP are funding additional studies on the Borough's infrastructure.
- We need all future developments to fit into the wider plan, e.g. any further development at Langstone Technology Park

# Key points

- We have expanded the area being examined to include Park Road North / South as a key component of the local road network
- We have integrated this work with the ongoing work developing proposals for the Transforming Cities Fund which could fund improvements to:
  - Park Road North / South
  - A27 / A3023 roundabout
  - Bus infrastructure and real time information screens
  - Junction upgrades to improve traffic lights – MOVA
- More information about this project:
  - <https://www.portsmouth.gov.uk/ext/parking-travel-and-roads/travel/transforming-cities-fund>

# Key points

- Rather than just looking at journey times, we have looked at the A3023 in terms of:
  - Providing more consistent journey times
  - Reducing severance caused by the road
  - Improving the environment and air quality
  - Improving safety for motorists, cyclists and pedestrians
- Many of the improvements look to reduce friction – caused by turning vehicles, vehicles stopping on the highway and driver behaviour

# Key Points

- We have focussed on:
  - What is deliverable – as far as possible using land already within public ownership
  - The costs are realistic based on current engineering requirements and risk allowances, and on what funding might be generated from development and other sources
  - Looking at every option both scientifically and pragmatically
- There are further projects to be looked at, for example:
  - How we stagger journeys to and from Hayling seafront, e.g. more evening activity, better journey information for visitors
  - Ensuring services stay on Hayling, and further improve their responsiveness to local needs (e.g. older population)



# Key points

- We will complete a coherent walking and cycling plan
- <https://www.havant.gov.uk/local-cycling-and-walking-infrastructure-plan>
- Cycling routes based on the Billy Trail with several good east/west links to take cyclists to/from the trail
- Walking routes including the Coastal Path, again with coherent links and circular routes
- We need to agree on the purpose of the Billy Trail, and therefore what the surfacing, lighting, signage should be.
- We are proposing to fund this study from CIL in next year's budget

And finally

- We need to agree on these measures, otherwise development sites will continue to be looked at on a piecemeal basis
- I believe we have a coherent package that will benefit existing and new residents in a number of ways
- We need to complete the sign-off of this work to ensure any planning applications are considered in light of it.