

# Hayling Island Infrastructure Advisory Group

7<sup>th</sup> November 2019, 1300-1500

Hollybank Room, Public Service Plaza, Civic Centre Road, Havant, PO9 2AX

## Notes of Meeting

### **Present:**

**Community Representatives:** Rosie Law, Anne Skennerton, Mike Owens, Robert Woodward, Wilf Forrow, Dave Parham, John Perry, Robert Sebley, Derek Bowerman, Judy Clark, Jane Dodsworth, Mike Dawe

**HBC Representatives:** David Hayward, Jacqueline Boulter, Steve Mountain, Simon Jenkins

**HCC Representatives:** Caroline Richardson, Dominic McGrath

**CLRs:** Cllr Tim Pike (Chairman), Cllr Leah Turner, Cllr Rosy Raines, Cllr Michael Wilson

### **1. Introductions**

The Chairman welcomed everyone and asked that attendees introduce themselves.

Apologies were received from Robin Davison, Ray Rowsell, Chris Hirst, David Pattenden, Cllr Clare Satchwell, Cllr Issy Scott and County Cllr Lance Quantrill.

The Chairman explained that all Hayling Councillors had been briefed in advance of the meeting, so whilst not all were in attendance, all would be able to answer residents' queries on the topic to the best of their ability.

It was emphasised that with the upcoming General Election on 12<sup>th</sup> December, the Council were in a state of Purdah and no Policy could be created or published in the 5 weeks preceding that date which could alter the outcome of the election, and so any information discussed would be confidential to the Hayling Island Infrastructure Advisory Group.

The Chairman described the need for a coherent document which undertook officer and resident scrutiny prior to publication, and no major development applications had been determined prior to the meeting. Without mitigation the traffic increase from the

proposed new developments would have a severe impact on the highway network, but the proposed mitigation explained in the meeting should remove the severity of the impact, therefore making new development possible without negatively affecting existing residents in the long term.

It was also explained how the Transport Assessment does not look specifically at reducing journey times, but rather looks 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 all road users and pedestrians, and reducing friction caused by vehicle behaviour.

## **2. Notes of the meeting (16-01-19) and matters arising**

Representatives requested the information supplied following the walkout in the previous meeting was distributed to all group members.

Dave Parham requested his statement given in the last meeting be included in the minutes.

It was agreed the updated minutes and information would be supplied to all group members.

## **3. National policy and context and the role of a Transport Assessment in Developing a Local Plan**

The Chairman invited David Hayward to give a presentation on the National Planning Policy Framework (hereby the NPPF) and how it impacts the Local Plan with regards to Transport.

David Hayward explained that the NPPF stated that “*development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe*”. There is no existing case law which quantifies the numerical value of ‘severe’, and so the role of the Transport Assessment would be to determine whether the impact of development would be severe. It was explained that a Transport Assessment is a requirement in creating a Local Plan, and this one would inform the Local Plan for 2036.

It was also reiterated that the role of a Transport Assessment was not to solve pre-existing problems, nor was it to design mitigation schemes in detail. It was to demonstrate that a solution is possible in order for the development in a Local Plan to proceed.

David Hayward then explained there were four sections of the methodology to consider when dealing with a transport assessment, and HBC were at the stage where further modelling and feasibility was being undertaken in order to explore different mitigation packages for Hayling Island.

#### **4. Presentation on the Hayling Island Transport Assessment Addendum**

The Chairman invited Steve Mountain to give a presentation on the Hayling Island Transport Assessment Addendum . The addendum followed the following amendment to the recommendations that were unanimously approved on 30<sup>th</sup> January 2019 and stated:

*“Delegates authority to the Planning Policy Manager, in consultation with the Cabinet Lead for Communities, Development and Housing, to publish version two of the Hayling Island and Mainland Transport Assessments, in order to clarify the mitigation packages needed to accommodate development, prior to the submission of the Havant Borough Local Plan 2036 to the Secretary of State for Housing, Communities and Local Government”*

Steve Mountain advised that without mitigation the increased traffic from the proposed new development in the Local Plan 2036 would cumulatively cause a severe highway impact. This would be due to increased journey times, extended queue lengths, worse air quality, reduced connectivity across the island and to Havant and beyond, and also worsened safety issues.

A number of caveats were highlighted by Steve Mountain:

- a) the Transport Assessment is made up of models, and so cannot take into account certain issues such as traffic noise. These models are Paramics and Linsig, and together can formulate some but not all of the factors which inform the Assessment;
- b) the models can only give figures and the reality is that these conditions can and will change – no time will be exactly what the model offers;
- c) it has to adhere to certain conditions, such as the roads being assessed on a neutral term time week day;
- d) even with the mitigation the situation would benefit from better education of road safety and observation.

The Community Representatives expressed concern that the neutral term time week day assessment was not conducive to solving Hayling Island’s Transport issues, which were primarily weekend and bank holiday focussed and were also weather dependent. It was explained that only the neutral term time week day data could be considered in a report, or the transport assessment model would be invalidated.

Steve Mountain then explained the specific mitigation measures proposed, which included friction reduction measures such as additional right turns and bus stop pull-ins, and junction changes at Mill Rythe and Langstone Road. These would amount to £2.217 million and would stretch from the Ship Inn to the end of the A3023. He also gave clarity to how these mitigation measures would work in place and showed hot-spot maps of how mitigation would impact the A3023 by 2036.

It was also discussed that there would be additional studies looking at the operation of Langstone Roundabout, and whilst they would not be critical for 2036, they would be beneficial.

The Chairman advised the group that he would be meeting with Langstone Technology Park representatives shortly in order to align their developments with those of the Local Plan 2036. Havant Borough Council's Engineering Team are also applying for Community Infrastructure Levy funding for a feasibility study to begin work on the Hayling Billy.

## **5. Discussion on the outcomes of the addendum's work**

The majority of questions were received as the presentation took place in conjunction with the information explained to receive immediate clarity on certain issues.

In response to a question about the Assessment, Steve Mountain advised that there is not data from non-reported traffic incidents by their nature, and so these incidents could not inform the Transport Assessment.

In response to a question about the model, it was explained that the model will be based on 252 traffic runs at different times of day to see the outcome of those times on the traffic flow.

In response to a question about the proposed new development, it was explained that the 1200 proposed new homes on Hayling Island would be built staggered in the years leading up to 2036 as part of the Local Plan.

In response to questions about mitigation measures, it was explained that:

- i. All of the mitigation measures except West Lane are proposed only on public sector land
- ii. the timeframes for mitigation measures varied, but the plan for the unhooked junction measure at Northney would be implemented as a priority whilst Mill Rythe junction is phased towards the end
- iii. one mitigation measure included installing an island by The Ship Inn, by moving the existing lanes to sit along the sea wall and widen the carriageway enough to fit an island for walkers and cyclists to help them across without holding up traffic.

## **6. Consultation arrangements (David Hayward)**

The group were advised they could submit detailed written comments after the meeting. The Community representatives were told that there could be slots in the next meeting for community feedback, which could potentially be broken down into specific sections in order to cover all areas of Hayling Island. It was agreed the group would all receive a copy of the presentation following the meeting so as to be able to look through it in more detail.

## **7. The role of the group moving forward**

It was agreed that the group could raise any questions and bring any comments and concerns to the next meeting in order to be received by the group.

#### **8. Date of next meeting and any other business**

The date of the next meeting was confirmed to be 21<sup>st</sup> November 2019.