

Hayling Island Infrastructure Advisory Group

21st November 2019, 10:30-12:30

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

Notes of Meeting

Present:

Community Representatives: Rosie Law, Robert Sebley, Wilf Forrow, Robert Woodward, Anne Skennerton, Peter Oliver, Barbara Oliver, Mike Owens, Derek Bowerman, Judy Clark, Mike Dawe, Ray Rowsell, David Pattenden, Andy Lewis, Ann Griffiths, John Perry, Dave Parham

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

HCC Representatives: Caroline Richardson, Dominic McGrath

Cllrs: Cllr Tim Pike (Chairman), Cllr Michael Wilson, Cllr Leah Turner, Cllr Issy Scott, Cllr Rosy Raines, Cllr Joanne Thomas, County Cllr Lance Quantrill

1. Introductions

The Chairman welcomed everyone and outlined how the meeting would proceed.

Apologies were received from Dominic McGrath, Caroline Richardson and Cllr Clare Satchwell.

The Chairman advised that the responses received were being analysed and would inform the final Transport Assessment Addendum.

2. Community feedback on the Hayling Island Transport Assessment Addendum

This item was broken down into 3 presentations, delivered by Dave Parham on behalf of Save Our Island, Peter Oliver from Langstone Village Association, and Mike Dawes from North East Hayling Residents Association, followed by questions raised in response to the presentations.

Mr Parham's presentation was accompanied by a Review of the Hayling Island Traffic Assessment Addendum, which he submitted for Havant Borough Council's consideration. He

began his presentation by highlighting the work of Professor Nick Hounsell of Southampton University in his technical advice towards the Review undertaken by Save Our Island.

In his presentation Mr Parham stated that there were some elements of the Transport Assessment which he agreed with, including the nature of off-island travel required for employment and living facilities, the current problematic nature of traffic flows on the A3023 given its geographical position, and how sensitive the network became to congestion when the traffic flow was disrupted at any point along its path.

He also stated the issues Save Our Island and himself had found with the Assessment's proposed Addendum, which can be found at full length in his review. To summarise some key points, Save Our Island wanted the description of the island's geography as being "unusual but in no way unique" to be amended to unique, they wanted the report to include analysis of non-neutral days in order to best find a suitable fit for the mitigation measures, and the negative impacts of the proposed addendum to be shown in the Assessment alongside the benefits. Included in the review were formal recommendations to the Assessment to be considered by officers.

In response to questions asked by the group following his presentation, Mr Parham advised that the Peak times are measured in 3-hour segments rather than 1 hour when the congestion on Hayling is at its highest. He also explained how whilst it would not be suitable to suggest the Transport Model be based on a Bank Holiday, in his opinion it would be unsuitable to ignore the inevitable Summer congestion and Monday or Friday traffic.

In response to questions asked by the group following Mr Parham's presentation, Cllr Pike advised that there is a need for mitigation measures to be passed through quickly and strongly in order to hold weight against developers, there have been applications for development refused, there are no existing financial penalties from Havant Borough Council on developers for not meeting construction deadlines (referring to the recent case of extended roadworks in Emsworth), and HBC are encouraging County Councillors to sort out the local highways network.

Peter Oliver then made a presentation on behalf of the Langstone Residents Association, accompanied by a PowerPoint in which he broke down the problems they found with the Transport Assessment Addendum, and suggested 15 recommendations to solve the issue of traffic flow on Hayling and the roads prior to the Island. In his presentation he stated that rather than a micro-simulation, the Council should look at a macro-simulation of Havant and its impact on the A3023 and look at having more free-flow roads rather than stoppages.

In response to questions asked by the group following Mr Oliver's presentation, Cllr Pike advised that:

- a) even after mitigation there would be an impact on the A3023 corridor due to development, but this impact would no longer be severe;
- b) developers would be subjected to adhering to mitigation measures in place, with phased in big constructions and conditional occupation in small developments, and there is likely to be some pushback to this;
- c) it is important to improve transport not just for housing needs, but also to accommodate tourism and existing industry on the island;
- d) funding has been applied for in February's budget to look at the Hayling Billy Trail and determine how much of a transport asset it is, and what it can be used for in the future;
- e) there is no rush to alter the Hayling Billy Trail's use as extensive studies need to be carried out prior to implementation.

Mr Dawe then gave a verbal presentation on behalf of the North East Hayling Residents' Association. In their opinion the biggest cause of delays were cyclists, the ferry should have been included in the Transport Assessment, and he proposed a solution of a vehicle weight restriction on certain areas of the Island which could help prevent traffic issues.

In response to a question raised by the group following Mr Dawe's presentation, Cllr Pike explained that a study of walking and cycling on Hayling Island will take place in order to establish modal transport on the Island and how it could be improved.

3. Next steps (David Hayward & Cllr Tim Pike)

David Hayward drew the Group's attention to the restrictions surrounding the General Election that the Council faced (no publications which may have a political impact should take place). The publication of the Final Hayling Island Transport Assessment would take place following the General Election.

Any additional comments should be submitted in the next 7 days to allow for adequate time to collate them and look at applying them to the Transport Assessment Addendum.

Mr Hayward and Cllr Pike also advised the group that it was difficult to place a time scale on the examination and acceptance or refusal of the Transport Assessment, as following the submission of the Local Plan to Government, the timescales will not be in the Councils control. It was highlighted to the group that all planning applications which take place before the Addendum is adopted would be subject to the Local Plan and the Council would use the latest information put in the public domain about making planning decisions.

4. Date of next meeting and any other business

The next meeting of the Hayling Island Infrastructure Advisory Group would be with the Local Resilience Forum as a statutory agent to discuss the incident in June concerning a water main bursting on Hayling Island. The date of this meeting was to be decided at a later time.

Close

Councillor Pike closed the meeting at 12:39.