

Appendix 2:  
Hayling Island  
Infrastructure  
Advisory Group

# Minutes and Emails from Havant Borough Council

## 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:** [REDACTED]

**HBC Representatives:** [REDACTED]

**HCC Representatives:** [REDACTED]

**Cllrs:** [REDACTED]

#### 1. Introductions

The Chairman welcomed everyone and asked that attendees introduce themselves.

Apologies were received from [REDACTED]

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.

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

██████████ 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.

██████████ 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 [REDACTED] 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”*

[REDACTED] 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 [REDACTED]

- 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.

[REDACTED] 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, [REDACTED] 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** [REDACTED]

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.

## Planning Policy and Urban Design

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**From:** [REDACTED]  
**Sent:** 08 November 2019 08:58  
**To:** [REDACTED]

**Cc:** [REDACTED]  
**Subject:** Hayling Island Transport Assessment Addendum - documents following yesterday's meeting  
**Attachments:** Hayling Transport Assessment [REDACTED].pdf; Agenda - Hayling Island Infrastructure Advisory Committee (21-11-19).pdf; Presentation for Hayling Infrastructure Committee 07-11-09 SM updated (for distribution).pdf; Hayling Report v2 ver 0-7.pdf; Hayling\_MitigationReport\_MIT\_2.pdf  
**Categories:** transport: Hayling Island

Good morning all

Thank you for your time yesterday – I hope it was a helpful introduction to the work that's taken place on the addendum and the proposed transport mitigation measures. Please find attached:

- [REDACTED] opening remarks
- The Draft Hayling Island Transport Assessment Addendum
- The Microsimulation modelling report which will form an appendix to the addendum
- The agenda for the meeting on 21<sup>st</sup> November.

The meeting on 21<sup>st</sup> November will be from **10:30 to 12:30 in the Hollybank Room** (the same one we were in today). We will circulate the draft meeting minutes when they're available, hopefully in time for the meeting on 21<sup>st</sup>.

The final element is the Linsig modelling report that will form another appendix to the TA Addendum. If you recall from yesterday the Linsig modelling is only on the traffic signalled mitigation proposals. The report itself isn't quite with us yet, although the results have fed into the addendum. However in the interests of having the vast majority of documentation (including the TA itself and the microsimulation modelling report) out to you as soon as possible, we're sending this out to you today with the Linsig report to follow.

As well as the meeting on 21<sup>st</sup>, you are also welcome to feed back in writing should you wish. As I mentioned at the meeting, if you'd like to do so, can you please send your own submission rather than respond to anyone else's. Of course a single submission can be on behalf of multiple people/groups. This will help us in collating feedback. Feedback can be sent to [policy.design@havant.gov.uk](mailto:policy.design@havant.gov.uk).

I'd also like to quickly reiterate that the information provided is not for circulation. This is particularly apt during the purdah period that we're in for the general election which restricts communications. We have purposefully not done protection on the documents to prevent printing etc so that you can print a copy if you find it easier to read that way. However as [REDACTED] highlighted, the fact that this is a group with



specific membership makes it possible for us to hold the meetings and circulate this material which otherwise we may not have been able to do.

If you've any points of clarification on the mitigation measures themselves in the meantime, [REDACTED] is best placed to answer those. His email is [REDACTED] If there's any other queries or concerns though please let me know of course.

Thanks



Planning Policy Manager  
Havant Borough Council, Civic Centre Road, Havant, PO9 2AX



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## Hayling Island Infrastructure Advisory Group

21<sup>st</sup> November 2019, 10:30-12:30

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

### Notes of Meeting

**Present:**

**Community Representatives:**

[REDACTED]

**HBC Representatives:**

[REDACTED]

**HCC Representatives:**

[REDACTED]

**Cllrs:**

[REDACTED]

#### 1. Introductions

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

Apologies were received from [REDACTED]

[REDACTED]

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 [REDACTED] on behalf of Save Our Island, [REDACTED] from Langstone Village Association, and [REDACTED] from North East Hayling Residents Association, followed by questions raised in response to the presentations.

[REDACTED] 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 ██████████ of Southampton University in his technical advice towards the Review undertaken by Save Our Island.

In his presentation ██████████ 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 it's 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, ██████████ 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 ██████████ presentation, ██████████ 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.

██████████ 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 ██████████ presentation, ██████████ 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.

██████████ 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 ██████████ presentation, ██████████ 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** ██████████

██████████ 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.

██████████ 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**

██████████ closed the meeting at 12:39.

## Planning Policy and Urban Design

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**From:** [REDACTED]  
**Sent:** 19 December 2019 09:09  
**To:** [REDACTED]

**Subject:** Minutes of the two recent Hayling Island Infrastructure Group meetings  
**Attachments:** Meeting Minutes - Hayling Island Infrastructure Advisory Group 21-11-2019.pdf;  
Meeting Minutes - Hayling Island Infrastructure Advisory Group 07-11-2019.pdf

**Categories:** transport: Hayling Island

Good morning all

Please find attached the minutes of the meetings of the Hayling Island Infrastructure Advisory Group held on 7<sup>th</sup> and 21<sup>st</sup> November.

Thank you to those of you who submitted written feedback on the Transport Assessment addendum. We are in the process of commissioning Campbell Reith who you may recall has provided advice on the original Hayling Island Transport Assessment to assist in the analysis of the comments that you've sent in. I'm sure that this will result in modifications and improvements to the addendum.

The process for publication will be a delegated decision for the Cabinet Lead for Planning, Regeneration and Communities [REDACTED]. The timescale for this depends on the scale and nature of changes needed as a result of your feedback. If the changes are detailed improvements, this will obviously take less time than if model runs are required.

As and when any decision is made regarding publication, we'll send a further email around with details of this.

[REDACTED]

Planning Policy Manager  
Havant Borough Council, Civic Centre Road, Havant, PO9 2AX

[REDACTED]

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Comments and Questions  
on the draft Hayling Island  
Transport Assessment  
Addendum from the Hayling  
Island Infrastructure  
Advisory Group:

## Planning Policy and Urban Design

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**From:** [REDACTED]  
**Sent:** 09 November 2019 09:12  
**To:** [REDACTED]  
**Subject:** RE: Hayling Island Transport Assessment Addendum - documents following yesterday's meeting

Dear [REDACTED]

I apologise for not advising you that I could not attend the meeting. Thank you for copies of all the information which I note are confidential and will abide by.

I have a comment on the presentation of the Hayling Island Transport Assessment Phase 2 which to be presented to the committee

The plan shown for the new layout at the junction of Woodbury Avenue and the Technology Park does not show Langbrook Close and the junction with Langstone Road

The plans for separate right and left turns from the LTP are clearly shown, together with the Toucan crossing at Woodbury Avenue.

There is no schematic for traffic entering and leaving Langbrook Close, which has been omitted from the schematic,

May I have an explanation of this as a resident of Brookmead Way which leads into Langbrook Close.

Many thanks  
[REDACTED]

## Planning Policy and Urban Design

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**From:** [REDACTED]  
**Sent:** 11 November 2019 22:28  
**To:** [REDACTED]  
**Cc:** [REDACTED]  
**Subject:** Transport Assessment Comments / Observations

Hi [REDACTED]

Thanks for the presentations on Wednesday last week. I have had a chance to consider the data sent by email the following day. The following represents my thoughts on it and I have a significant number of questions which may well lead to further and subsequent questions so I hope you will be able to give prompt answers before the next meeting.

### The Transport Assessment is misinformed by Poor quality data

I am astonished that Havant Borough Council (HBC) has spent so much money on a transport assessment with its attendant modelling that's has taken multiple years to create and is based on such poor quality and stale data. The effects of using such poor quality data has inevitably seriously distorted the transport assessment and therefore adversely affected the Local Plan

- Hayling Island has changed considerably since the 2011 census; it is only 16 months to the next census. Whilst I appreciate the use of census data is the norm here; databases maintained by HBC will be able to demonstrate a more accurate levels of population. These would include approved planning applications, Council tax registrations and the electoral register to name a few. It is obviously very beneficial and unacceptable for HBC to be using near 10-year-old data to try and force through its plans.
- The Hayling Transport Survey was fundamentally flawed and inept. Yet it was used as "expert" evidence to inform the local plan and perhaps worse the Microsimulation model.
- HBC has not considered the cumulative effects of both Local Plan developments and windfall developments. Which is not surprising because HBC do not measure windfall development. Over recent years it is clear from approved planning applications that the number of new windfall dwellings is very close to Local Plan proposals running at around 100 per annum. The council has this data in its planning database yet chooses not to use it to properly plan for sustainable development. The NPPF requires sustainable development. The Local Plan's current estimate of just 12 per year is unjustifiable, disingenuous and downright misleading.
- Not only do HBC NOT measure windfall on Hayling Island it also does not measure windfall development for the rest of the borough either! This means that the Mainland Transport Assessment is also flawed for the above reasons and therefore the Mainland Transport Assessment will also be misinforming the Local Plan.
- HBC documents show that the population of Hayling increases by 20-25% during the summer months yet the transport assessment and attendant microsimulation does not even consider this fact. Why is that when tourism is so crucial to Hayling Island?
- Bluetooth locations are poorly sited especially regarding measurement points for busy junctions like the Church Road roundabout; at this spot, the Bluetooth detector is 250m east of the roundabout (ie the measurement point) thus seriously distorting TA data.

In [REDACTED] presentation, he cited the NPPF's assertion 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"*

Given that HBC is not using all currently available data at its disposal I believe it has been negligent in producing an assessment that reflects reality.



I'm not clear on the council's reasoning for distorting the Transport Assessment in this way, but underestimating additional infrastructure loading by a whopping 100% due to windfall development is unlikely to give an accurate and sustainable outcome for residents. This is not an oversight where a number of data sources all point to the same level of populations this was a deliberate design point which needs to be understood. So, I would like to understand why all available data was not used to inform the assessment.

**Q1 Why has HBC not used up-to-date and currently available data to inform the Transport Assessment in order to provide a solution that is based on reality rather than stale data?**

## General Questions

**Q2 When will HBC determine when the infrastructure mitigations are required (before development). Will developments be delayed until infrastructure mitigations are in place?**

**Q3 The HITA concluded that development could be accommodated on the mitigated highway network without a severe cumulative impact being created – I saw no evidence that this was demonstrably the case. I need to see the evidence.**

**Q4 Where did the council get the numbers of islanders who work on the island? Census 2011? Or some other source**

**Q5 When will the TA consider part-time signals ?**

**Q? Bus fare and Ferry fare subsidies is fine but how does that remain in place in perpetuity? If such fares are withdrawn then a massive unexpected problem occurs overnight for which proposed mitigations will be immediately overwhelmed.**

**Q6 TA para 4.26. I would like to see a definition of "acceptable degree of saturation" and "who" is it acceptable to?**

**Q7 TA para 5.22 Why are decisions being made based on "anecdotal observations" (people who have perhaps a vested interest in having appropriate crossings?). Real hard data would seem more appropriate when HBC are spending so much of taxpayers money.**

**Q8 I can't see anywhere how HBC have tested that the microsimulation model meets HBC original specification (That's Verification in software testing circles) Where is the Verification report please?**

**Q9 How do we know the model has not been parameterised to suit observational data? What safeguards are in place?**

**Q10 How many cyclists have been empirically measured by HBC to be cycling on the A3023 tarmac?**

**Q11 How will the effects of each proposed individual mitigations be validated?**

**Q12 Why has the (flawed) Hayling Transport Survey informed the Transport Assessment?**

**Q13 Journey times in the HITA have been "manipulated" (adjusted) for reasons of making the survey more palatable for consumers. The reasoning is not fully understood by the authors on their own admission? Is this adjustment arrangement still prevalent in the revised TA? In other words has any of the data been manually adjusted, for unspecified reasons in the revised TA?**

**Q14 Road traffic accidents. What is the accident rate in the new 30mph limit for 5 years before and after the 30mph (from 40mph) introduction? Given the TA is claiming to reduce traffic collisions it would be sensible to state the baseline and use it as evidence to inform the TA.**

**Q15 Please Justify the term "Neutral term time weekday is a 97% + fit to 'reality'" on our unique island. It seems to me HBC is using unsubstantiated jargon that really does not apply to Hayling Island.**

## Modal changes

Frankly, the Transport Assessment is seriously over-optimistic where it thinks that an elderly population are all of a sudden going to use cycles or walk to get off the island! It's so easy for HBC to try and suggest more people will get on their bikes within the island. Given 90% of the population live south of the Church Road roundabout it is disingenuous to imply or suggest that somehow the A3023 peak period is going to

somehow benefit from east/west improvements. Such east/west improvements are long overdue and in my view very welcome. I also note that there some overly optimistic and overstated views of ferry traffic. The ferry itself has been in financial difficulty for some considerable time and the primary reason for this is it does not provide a service that more people want. There has been no increase in ferry traffic despite HBC throwing £20K at providing a bus service.

The reality is that just 250 daily passengers use the ferry in the summer and 32 passengers per day in the winter. Bus passenger statistics could easily be obtained from the bus company but the council chooses to speculate.

It is noted that HBC has not published any data from any reliable source that indicates current baseline uptake of ferry, bus, cycle, walking or even amphibious vehicles. Those of us that use the above modes of transportation to get on/off the island will know that uptake is very low indeed much lower than HBC speculates; it is not all about cost, availability and service frequency - it is about onward connectivity on the mainland. Whilst I appreciate the council are compelled to consider modal alternatives, Hayling's unique topography and demographic modal behaviour is unlikely to have any significant impact in reducing the traffic on the A3023. For HBC to persist in overly optimistic statements about how these modal changes could save us from gridlock is tantamount to obfuscation.

TA para 5.25 is a good example of how the TA is significantly overstating modal alternatives. An "overarching aim" to improve employment journeys (commuting) to the wider borough is clearly beyond aspirational.

Obviously, a monorail up the Billy Trail, Park and Ride and amphibious vehicles are all blue-sky thinking and should be 100% disregarded as a fantastical!

**Q16 Instead of relying on the highly dubious and fundamentally flawed content of the Hayling Transport Survey for its data on matters modal. When will the council publish (and include in the TA) real and accurate data on current uptake of all modes to inform its transport assessment and therefore the Local Plan? Where are the current baseline figures for walking, cycling, ferry and bus journeys? They appear to be missing from the TA.**

## Use of "Industry Standard" methodologies

It is all very well using "industry standard" methodologies in order to prepare transport assessments to inform the council's Local Plan designers. But as residents persistently assert - Hayling is unique in many ways. There are always exceptions to standardised approaches and Hayling is one of them because Hayling is unlike any other community I can find and making standardisation comparisons with other unnamed places is just not helpful. Neutral midweek term time is unhelpful to properly analyse Hayling's traffic congestion issues. Not least because HBC advertises Hayling's Blue Flag beach to the staycation masses in the hope that people will come and boost the local economy. Not least because HBC are trying to regenerate the seafront to increase tourist numbers even further in the next few years and yet the transport assessment is not informed of any additional visitor numbers. Indeed, HBC documents say that the population of the island swells by 20-25% in the summer months.

HBC strategy is to boost tourism through regeneration and yet its transport assessment

- a. is NOT considering extra tourism visitor numbers who will certainly before 2036 will want to come by private vehicles because other modes are clearly not currently viable
- b. Clearly observes major difficulties in the TA para 2.8

**Q17 When will HBC's Transport Assessment stop ignoring the 25% extra traffic in the summer months for the purposes of the transport assessment? It must not be the case that the additional 25% of traffic be ignored by the TA just because of national "presentation" guidelines - our situation is unique and should be treated as such.**

**Q18 When will HBC's TA recalculate the effects of 25% summer holiday additional traffic that it encourages as part of its Local Plan tourism initiatives?**

## Hayling Travel Survey

The survey does clearly has not been designed by a statistician or survey expert. It is fundamentally unsound practice to extrapolate data from a non-random sample of the population. Given the information actually required by the Local Plan and Transport Assessments, a close examination of the questions clearly indicates several contradictions in the data which clearly demonstrates an incompetent survey. My suggestion would be the survey is rerun in accordance with appropriate industry standards and the revised numbers re-inserted into the Local Plan and TA. This survey is informing council development activity until the year 2036. It is entirely inappropriate that the survey output masquerades as quality technical input to something that could be so damaging for the Hayling Island community. Only 10% of people completed the survey was not random. Any survey is normally aimed at a random sample of the population.

TA Para 5.42 clearly demonstrates HBC poor understanding of why a non-random survey should not be extrapolated. TA para 6.42 suggesting a tripling of cycling mode seems ridiculous.

- 39% would use the bus service even if it free! Is clearly aspirational
- 55% would use the Ferry if improved! Is clearly aspirational
- 45% of commuters would use an upgraded Billy line!! Is frankly ridiculous
- The survey says 6% "currently" use the ferry (implying 1000 passengers daily) - yet the ferry's operators claim just 250 passengers per day at best
- 2/3 of the population is over 45 and yet 79% of respondents say they were over 45

**Q19 When will the council conduct a credible, statistically significant and meticulous random survey of islanders transport mode behaviours to inform its Local Plan and TA? The data it has from its 2017 survey is statistically flawed quite apart from its fundamentally poor design and execution.**

**Q20 How did HBC come to the conclusion that "A tripling of cycling mode resulting from an upgraded, all-weather Trail would have an equivalent effect of removing nearly all the additional development traffic to 2036 expected to use the A3023 by the end of the Local Plan period" Where is the supporting data for this surprising claim and on what basis was this assertion derived?**

**Q21 How many residents have been empirically measured as currently using the Billy trail? What is the source of this data?**

## Severance and Disruption

Most services to the island come either on the road surface or beneath it. As has been seen from events of the past decade that Southern Water's dilapidated sewage infrastructure is in serious decay. The last time severance occurred (burst water main) on the A3023 there was gridlock for a radius of more than 15 miles around Havant.

Moreover, we already have seen the reports (SFRA) that show approx 50% of the island will be subject to permanent submersion or frequent flooding by the end of the century by increases of sea level by circa 2m. This will affect a very significant proportion of our road network including the strategic parts of our infrastructure like the bridge, the Northney Road and the A3023 south of the bridge for at least 1km. Yet this Transport Assessment only considers flooding in relation to the billy trail! I find this a most shocking oversight.

The Langstone Bridge will inevitably have to support increasing loads in terms of vehicle frequency and vehicle size. Its structural integrity is crucial. A statement from the roads and bridges authority about its ability to support a significant increase in traffic would appear to be missing from the TA - is this oversight? I would add that increasing sea levels will expose bridge components to increasing saltwater corrosion. Without wanting to state the obvious bridge failure is going to be bad for Hayling's transport infrastructure!

**Q22 Why has the TA not considered traffic modelling on alternative routes in severance events such as the Northney rat run to demonstrate a reduced capacity?**

**Q23 Given several severance events over the past decade we find complete gridlock on the island due to incompetent management of the minor roads to get traffic moving and to allow access for emergency vehicles. When will the TA consider the requirements of the Hayling Emergency plan if such a document exists?**

**Q24 Given the serious effects on the infrastructure due to forecasted flooding when will the TA be modified to consider infrastructure flooding? It seems to me ignoring flooding is 100% myopic in the context of transport infrastructure.**

**Q25 Given the transport infrastructure is 100% reliant on the Langstone Bridge why is the bridge not considered more prominently? Why is there not a statement in the TA from the bridges authority indicating its ability to cope with increased levels of loading**

## Model Calibration

Software testing professionals will tell you that calibrating something with summer holiday data, where the fundamental model inputs came from different timeframes could easily lead to significant technical errors and distortions and therefore could cause serious misinformation to the local plan.

**Q26 I want to know how the model was calibrated and validated, please?**

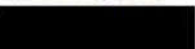
- **How was it calibrated for each and every mitigation proposed? this must include all calibration data from the Petersfield Road roundabout to the church Road roundabout**
- **For each mitigation node, where is the calibration data, how many hours of video footage, how many test journeys, how many hours of Google traffic data were used, how much bluetooth data was used.**
- **The date and time data for all calibration evidence must be available**

**Q27 How does the model get recalibrated during the summer months of traffic encouraged to Hayling by HBC seeking 25% extra tourism related traffic? Where is the data?**

**Q28 In the HITA the microsimulation model was "calibrated" using video footage. However, the model cannot validate the effects of traffic lights (which are not on the ground), roundabouts etc without a functional validation test. The model can therefore not offer accurate validation of mitigation measures. Is this a correct assertion if it is not please provide supporting data.**

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Best Regards



## Planning Policy and Urban Design

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**From:** [REDACTED]  
**Sent:** 12 November 2019 16:02  
**To:** Planning Policy and Urban Design  
**Cc:** [REDACTED]  
**Subject:** Hayling Island TA Addendum - Comments  
**Attachments:** TA Addendum Comments.pdf

Attached are my comments on the HITA addendum, as presented at the meeting of the 7<sup>th</sup> Nov .

Regards

[REDACTED]  
For Cycle Hayling

Sent from [Mail](#) for Windows 10

#### 1. Funding:

Bids for government money could fail because the Transport Assessment, that will presumably form part of the fund application, would not have evidence of 'severe' traffic problems, due to only having traffic data from 'neutral days', thus ignoring the very congested weekends. Thus the promised mitigation schemes may be cancelled, limited or curtailed by lack of funding.

#### 2. New House Building Numbers:

Figures on mitigation model results (journey times, queue lengths etc.) will be unrealistic if only the number of new homes in the Local Plan are used, ignoring the significant contribution of additional traffic from windfall housing and the planned extra traffic from the seafront development. These 2 additional sources of traffic need to be added to the model if it is to be of any meaningful use.

#### 3. Mitigation Measures:

In spite of the fact that modal change cannot be part of the transport assessment modelling, why can't there still be a mitigation measure to provide a good quality, all weather, off-road, north-south cycle route joining Mengham with the bridge to thereby reduce car traffic by encouraging travellers onto bicycles, and additionally getting the traffic slowing impediment of existing cyclist off the A3023? If the intended aim of the propose mitigation measures are met, with improved journey times and less queuing, then that alone will attract additional traffic to the A3023 without any housing development, as it will now be seen as more viable way to travel. There needs to be a modal shift, from the current very low proportion of cycle travel, if other traffic negative impacts, such as noise and pollution, are to be countered, however the predicted growth in motorised traffic will further discourage cycle commuting with the result of less cycle journeys. This negative relationship between traffic volume and cycling numbers sharing the same road is amply demonstrated in your 2011 Census data where the proportion for cycling dropped from 4.2% to 2.9% between 2001 and 2011 with car/van use rising over the same period from 64.3% to 65.6%, which fact alone makes the provision of off-road cycle routes essential, even if only to maintain cyclist numbers at the present level. Additionally the cost of providing a 3m sealed surface cycle route is far less expensive than road building and changes to road layout, and therefore more affordable and better value for money.

#### 4. Cycle Infrastructure:

Waiting for the LCWIP to complete will mean that opportunities to place good cycle infrastructure at the proposed new junctions (Northney Road, West Lane, Manor/Church Road) will be missed. The designs at the Northney (Unhooked/Folded), whilst appearing to provide a good left turn coming south from the bridge does not cater for a cyclist who wants to continue south along the A3023, and who's only option now will be to stay on the road, shunning the shared pavement, all the way across the bridge.

#### 5. West Lane Junction:

It is vital that the proposed 3m off-road cycle path, on the north side of the new road, is smoothly integrated into the highway at both the A3023 and West Lane ends, to allow cyclists uninterrupted travel. Additionally, cycle traffic should have priority when on the cycle path and crossing of the T junction formed with the old part of West Lane. There should be an option for cyclists to continue up the old part of West Lane to turn left onto the A3023 at the old (now blocked off) junction. To complete the design, the new section of road should have a shared pavement on the south side to connect up to the pavement on the south and west side of the existing A3023. It is not safe, and should not be necessary, for a cyclist travelling south on the A3023 towards the new West Lane junction, to be expected to crossover the A3023 to access the cycle path on the north part of the new road, and then have to recross West Lane at the end of this path to continue his/her ride south along West Lane.

6. Missing cycle route connecting link from Langstone Technology Park access road to A27 underpass/NCN22, (using FP51?) needs to be created so that cyclists have a continuous and direct route into the west part of Havant. This needs to be part of the future developments for the Langstone Technology Park as being discussed at present.

7. Cycle Commuting Distances:

The statement at para 2.9 that travelling off Hayling Island by cycle is 'longer than would be experienced elsewhere' is unnecessarily pessimistic. The 2011 census data on 'out and in commuting' shows the largest numbers travel to and from Havant, which is in easy reach given adequate cycling infrastructure. A typical cycle commute could be up to 15 miles or more.

8. New Cycle Routes:

Your para 5.24 appears to limit new cycle routes to existing cycle tracks and footpaths. This is unsatisfactory and options to create completely new routes over green field land should be available, where this creates good, direct and uninterrupted cycle routes, which are desperately need on Hayling Island if there is to any progress in developing a viable cycling infrastructure.

9. Hayling Billy Trail

The analysis and description of the problems and options for the Billy Trail are comprehensive, however no mention of 2 factors could be seen, namely:

- a. The utilities sited under the Billy Trail, complicating the proposed retreat inland.
- b. The portion of the Billy Trail Langstone Harbour boundary where the EA's coastal defence policy is 'No Active Intervention' as opposed to 'Hold the Line' for the other parts, with options to amend this policy.

## Planning Policy and Urban Design

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**From:** [REDACTED]  
**Sent:** 14 November 2019 11:00  
**To:** [REDACTED]  
**Cc:** [REDACTED]  
**Subject:** HAYLING ISLAND INFRASTRUCTURE ADVISORY GROUP MEETING 7TH NOVEMBER 2019  
**Attachments:** 19.11.14 Infrastructure Group reply.docx

In confidence

Good morning all,

Attached are our thoughts arising from last Thursday's meeting and the paper work subsequently supplied. I have also set out a transcript below in case this helps.

We look forward to next Thursday's meeting. Please let us know any likely questions that you may have for us in advance.

Regards

[REDACTED]  
North East Hayling Residents Association  
[REDACTED]

Recipients: [REDACTED]  
HAYLING ISLAND INFRASTRUCTURE ADVISORY GROUP MEETING 7<sup>TH</sup> NOVEMBER 2019  
[REDACTED]

Reply by North East Hayling Residents Association

Thank you for the opportunity to hear the latest proposals contained in the Hayling Island Transport Assessment Addendum, and providing us with copies of the revised Assessment and copies of the Power Point presentation that you gave, and a summary of [REDACTED] opening remarks. We have now had a chance to go through these very interesting documents. Our initial reaction to the suggested policy contained there in is very positive, and quite clearly a lot of work and thought has gone into the proposed amendments.

We look forward to the chance to be able to feed back more views to you on 21<sup>st</sup> November, but in the meantime would like to make an initial written submission of our thoughts.

The four attendees on the 7<sup>th</sup> November were able to meet up with the remaining members of the Associations Committee on 11<sup>th</sup> November. In view of the expressed wishes of the Council on the confidentiality of the documents circulated to us, no copies were supplied to the other members. However, they were given a detailed verbal briefing, and there followed a general discussion, following which the committee decided that the following matters should be highlighted to you, either as matters of considerable importance in the proposals, or matters seemingly overlooked.

- 1) The principle of trying to address 'friction reductions' and finding ways to mitigate such obstacles was well received.
- 2) The proposed decision to remove the traffic lights from the junction of Northney Road and Havant Road was welcomed, as was the removal of any suggestion of a roundabout at the end of Copse Lane in Stoke. It was felt that this would considerably reduce the attractiveness of using Northney as a 'rat run'.
- 3) The concept of the 'unhooked' left turn from the bridge into Northney Road was considered as an initiative that could improve safety for Northney residents when pulling out of Northney Road on to Havant Road. The 'folded right turn' was also considered a positive initiative to maintaining traffic flow and may be worth providing at the same time as the unhooked left turn. The Committee were supportive of these proposals with the intention of improving safety whilst not designing a solution that encourages traffic to divert through Northney thereby creating a 'rat run' through what is a rural part of the island which is not capable of coping with additional volumes of traffic. The design of the unhooked left turn will be a key factor in ensuring this.
- 4) Looking at other areas of the Island it was felt that the road between Yew Tree Lane and Kings Road is one where significant delays are caused by cyclists. Whilst there is a pavement it is too narrow for safe use by cyclists, and a slight widening could bring worthwhile improvements in traffic flow.
- 5) There was considerable discussion on the Hayling Billy Line, and the need to determine its future use and maintenance. It was felt it could potentially be used (in major emergency) as an emergency services access to the




south end of the island. Further, its upkeep in a safe and serviceable state is essential if cyclists and walkers are to continue to use it and take load of the roads. To this end more, and more useable, East/West connections are required as soon as possible.

- 6) We were disappointed that no suggestion had been contained in the Addendum to making use of the Hayling Ferry and securing reliable and time sensitive bus services to the ferry from across the island.
- 7) Whilst this body of work concentrates on the traffic management of the Island, we feel that it should not be forgotten how dilapidated and designed for lower capacity other parts of the island's infrastructure are, particularly the mains water supply and drainage and sewerage systems.
- 8) Together with the other proposals we are of the opinion that limiting the size of vehicles transiting the roads through Northney should be considered, such as only allowing access to vehicles over 10 tonnes for the purpose of deliveries in the village.

Finally, we look forward to hearing the outcome of the inquiry into the events of 14<sup>th</sup> June, which significantly effected North East Hayling and amply demonstrated the limited capacity of the narrow roads without pavements through this part of our Island.

Regards

  
On behalf of North East Hayling Residents Association

Recipients; [REDACTED]

HAYLING ISLAND INFRASTRUCTURE ADVISORY GROUP MEETING 7<sup>TH</sup> NOVEMBER 2019

[REDACTED]  
Reply by North East Hayling Residents Association

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Finally, we look forward to hearing the outcome of the inquiry into the events of 14<sup>th</sup> June, which significantly effected North East Hayling and amply demonstrated the limited capacity of the narrow roads without pavements through this part of our Island.

Regards



On behalf of North East Hayling Residents Association

## Planning Policy and Urban Design

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**From:** [REDACTED]  
**Sent:** 15 November 2019 18:03  
**To:** [REDACTED]  
**Cc:** [REDACTED]  
**Subject:** Re: Hayling Island Transport Assessment Addendum - documents following yesterday's meeting

Dear [REDACTED]

Thank you for distributing the presentation papers given to the Infrastructure Advisory Group on 7th November. It is a lengthy and quite tedious read, at least for a non expert! The feedback meeting scheduled for 21 November will probably focus on the primary issue of Hayling Island, so may we, the Langstone Residents' Association, make a number of observations from our perspective.

We must continue to question the so-called "need" for such a sizeable expansion of housing on Hayling Island. An additional 1000 houses will increase the permanent population by at least 20%, stressing the existing utility infrastructure way beyond its capacity. The tourist season, which HBC is seeking to expand and intensify via its Regeneration Plan, already adds that kind of load each year with the obvious resultant breakdowns.

From a Langstone perspective the suffering we currently experience, so constantly, is from the vehicle traffic going to, or coming from, Hayling Island. Whatever ideas the "experts" generate and attempt to justify, the fact remains, all the traffic is controlled by the capacity of the single carriageway Langstone Road Bridge! Those vehicles pass through Langstone. Mitigation on the mainland section of the A3023 cannot alter this fact. Creating 2 lanes in the south bound section of the road, south of the A27, simply creates an additional 40 or so places as a stack, waiting to funnel over the bridge. Those residents living on the east side of the A3023 must be further inconvenienced, for what benefit?! And, to further suggest these mitigation measures will relieve the congestion in Solent Road and Park Road South is to put ambition before reality.

The stacking idea will simply move one group of 40 vehicles off the roundabout, but just once! Thereafter the traffic can only move at the fixed rate of crossing the bridge. Also, the suggestion of removing the LTP access road is excellent, if it is feasible. To increase the use of the Brookside Road entrance, or even create a new access from the A27, would obviate the right hand crossing clash, which delays the north bound traffic.

To suggest the bus service, or cycling or walking, will provide a part solution is again laudable, but unrealistic.

The perhaps simplistic solution, is to create another access/egress to Hayling Island, or NOT to increase the size of the resident population. Your team of Planners have a poisoned chalice.

Regards

[REDACTED]  
Secretary - Langstone Residents' Association

Sent from my iPad

[REDACTED]



**SAVE OUR ISLAND'S REVIEW OF THE  
HAYLING ISLAND TRANSPORT ASSESSMENT ADDENDUM  
NOVEMBER 2019**

**AUTHORED BY: [REDACTED] Save Our Island Group**

We are particularly grateful to Professor [REDACTED] of Southampton University for his technical advice on this submission

This review document has been prepared for the Inspector of the Havant Borough Council Local Plan 2036



## 1 INTRODUCTION

1.1 Hayling Island is a small community of some 8500 residential homes plus 2300 mobile homes (soon to be 2500) used as second (holiday) residences.--

1.2 We agree overall with HBC's assessment of the road infrastructure, specifically:

*Para 2.6 "Hayling Island currently has approximately 17,500 residents and a number of small businesses, with a major influx of visitors who are attracted to the Island's beaches and holiday camps. The geography is unusual (**but in no way unique**) in that the A3023 is the only road linking the island with the mainland via a bridge, and all major statutory services are situated on or adjacent to this route. Beyond the Island, the A3023 passes through Langstone, immediately north of the bridge, before reaching the grade separated Langstone roundabout with the A27 trunk road and the B2149 for access to Havant town centre."*

*Para 2.8 "Traffic flows on the A3023 can be particularly heavy, not only during peak hours, but in the hours in interpeak and at weekends. During school holiday periods, and particularly in the summer, traffic flows are at their highest and there is often a continuous procession of vehicles during daylight hours making joining or crossing the traffic stream difficult. Access for emergency vehicles can be inhibited by the constrained network at these times. The speed limit on the A3023 varies between 30mph and 40mph."*

*Para 2.9 "Due to the lack of employment and facilities on the Island, there is a higher than average proportion of off-Island travel to destinations beyond the immediate area. This has the potential to limit the possible gains from modal shift (i.e. to walking and cycling) because typical journey length is longer than would be experienced elsewhere."*

*Para 2.10 "Any disruption to traffic flow on the A3023 within Langstone, on the bridge, or on Hayling Island, impacts very quickly on other roads in the area due to the traffic sensitive nature of these routes. Should traffic congestion tail back onto the mainline of the A27 trunk road, this leads to the hazard of stationary or slow-moving traffic on a high-speed dual-carriageway, and into Havant town centre, therefore further reducing the resilience of the network, impacting journey reliability and reducing the attractiveness of the area for business investment and regeneration."*

1.3 It must be noted that this accurate view of the current situation has no references in the Addendum proposal.

1.4 The A3023 has a limited capacity at Langstone Bridge and there are no economic options to increase this capacity. As a consequence, the free capacity becomes a precious resource which must be planned with great care.

The 2036 Local Plan calls for building 1100 new homes on the Island out to 2036.

This will make the already stressed road infrastructure worse, and the "do minimum" option is considered a "severe impact." The mitigation projects are felt by HBC to reduce the impact below the "severe" threshold, but it must be noted that most of the mitigation changes add to journey times as they effectively reduce the A3023 trunk flow capacity further.



- 1.5 We believe that because of the capacity constraints, more work is required to understand the consequences of increased loading as the A3023 network comes under stress, and to understand the additional changes required before any determination can be made as to the severity of the impact.
- 1.6 There is also a Flood Risk Strategy Plan by the Eastern Solent Coastal Partnership for Hayling Island in its very early fund-raising stage. This is the first such plan and recognises the vulnerability of this low-lying Island with no strategy in place. Any development should recognise this situation including the risk to the road network. We are told that the Strategic Plan document (if funded) will be available towards the end of 2020 as confirmed to [REDACTED] MP.
- 1.7 The comment in our introduction 1.2 (referring to HBC para 2.6): the phrase "**but in no way unique**" should be revised.  
Following research on all of the islands connected by bridges around the coast of England, Wales and Scotland, only one could be considered similar to Hayling Island. Walney Island is a barrier island off the nose of Barrow-in-Furness. It has a population of 12,000 and 650 mobile homes (both numbers significantly lower than Hayling.)

## 2 DETAILED COMMENTS AND FINDINGS

### 2.1 Statement from [REDACTED] in his Foreword Presentation

The statement by [REDACTED] that "*mitigation is possible which removes the severe impact – therefore development cannot be prevented by highway issues*". We cannot see evidence of this in the Consultants' report.

### 2.2 A3023 Speed (para 4.45)

In the context of reducing speed limits on the A3023 to 30mph, the assertion that a 30mph limit could enable traffic volume to increase as high as 400 vehicles per hour compared to a 40mph limit is not justified. Speed-flow curves, such as in Fig 13 (page 32) were developed to show the impact that increasing traffic flow has on average speeds, not the effect that speeds have on flow. It is known that reducing speeds on motorways from 70mph to, say, 50mph can result in increased capacity due to the smoother flow that results, but we are unaware of any evidence that this applies at lower speeds on non-motorway roads.

### 2.3 Traffic Density (para 4.80)

We concur with the report statements which summarise the problems very well:

*"The A3023 on Hayling Island is subject to increasing traffic levels due to car ownership and usage by residents, the necessity to access services off the island, together with cumulative development pressures which all add to daily traffic demand. Hayling Island has only one road route on and off the island with 24 hour daily average traffic flows at Langstone bridge of 26,508 vehicles. As opposed to a 'network' situation the 'one road only' situation for Hayling Island means that any incident and disruption on the A3023 is felt very quickly and can cause a problem that rapidly escalates with no immediate remedy available such as a diversion route. These incidents whilst often minor in themselves (e.g. a broken-down car or a parked delivery*



*vehicle) have a disproportionately large impact on the efficient functioning of the A3023 corridor resulting in long delays, tailbacks into Havant town centre and beyond, and unreliable journey times. Hayling Island is therefore more vulnerable especially in the case of accidents and emergency roadworks which then have a big impact on the corridor and adjoining highway network. Clearly unmitigated additional development has the potential to worsen the situation significantly."*

#### 2.4 Addendum Measures (para 4.81)

*"Assuming that the mitigation measures described in the HITA and in this Addendum are implemented, the impact of the proposed Local Plan development on the current level of resilience on the A3023 corridor will be balanced by additional capacity, additional opportunities for access (especially for emergency vehicles along the Hayling Billy Trail) and an overall improvement in highway safety by removing or improving those locations which give rise to the greatest numbers of road traffic incidents."*

We do not believe the mitigation measures proposed do anything to tackle the A3023 situation, even for current traffic, let alone for 2036 traffic, and even worse, 2036 traffic including new development.

#### 2.5 Mitigation

The mitigation measures proposed include:

- (i) 4 new junction designs/layouts at Church Road/A3023, West Lane/A3023, Northney Road/A3023 and Langstone Technology Park/A3023;
- (ii) New segregated lanes for right turning traffic at some locations on the A3023;
- (iii) New bus lay-bys.

Everything here is focused on the A3023, a clear admission that this is the crucial corridor. Whilst some of these measures should increase capacity on the A3023 locally, others could reduce capacity, particularly some of the junction conversions to traffic signals. Crucially, none of the measures can or do address a key bottleneck on the route – Langstone Bridge.

Another feature of micromodels is that they do not easily provide what is a very useful output to aid interpretation – the ratio of flow to capacity (RFC), sometimes referred to as the V/C ratio. On a road link basis, this indicates how busy the road is; so, for example, a V/C of 0.9 would indicate that traffic is approaching capacity, with a 'spare' capacity of 10%. It is then relatively easy to see how much additional traffic a road could take, perhaps from a proposed development, before being overloaded. Note here that a practical maximum V/C ratio is often set at 0.85 to account for traffic variability, with the knowledge that delays increase exponentially when V/C ratios exceed 1.0.

Two factors are also relevant here to suggest that the model does not tell the full story:

- (i) Peak-period modelling aggregates traffic over a 3-hour period. This is a much wider period for a peak than exists in reality for Hayling traffic, which in reality would be more like 1 hour. This aggregation does not allow for the mid-peak congestion;





- (ii) The A3023 is a busy single-carriageway two-way road, and any reduction in capacity (e.g. due to parked vehicles, roadworks, loading/unloading, accidents, etc) can cause a rapid and significant build-up of queues. Similarly, being a holiday island, increases in traffic demand in the summer and when special events occur can also cause significant traffic congestion. None of this is reflected in the modelling, which only looks at 'neutral' traffic conditions.

It might be expected that a number of intermediate years between now and 2036 would be modelled, perhaps coinciding with years when the more major proposed developments are completed. This is anyways likely to be required in areas adjacent to such developments when more detailed planning is undertaken. However, the approach taken in this study – modelling only in 2036 – should at least provide a 'highest case' scenario for traffic, as it demonstrates the impacts of a combination of the highest 'natural' traffic growth and the highest development-related traffic. As forecast traffic growth between now and 2036 is continually upward, there should be no combination of traffic growth and development-related traffic which gives a worse case than that of 2036. However, congested situations on the A3023 will be much more frequent than in other networks where 'neutral' situations are modelled, due to the very different road and traffic situations pertaining to Hayling Island.

The modelling indicates that journey time increases will be small or (at most) modest in the 2036 'Do-Minimum' situation, implying that the network operating in the Base Case had significant spare capacity. This largely reflects the use of 'neutral', non-holiday periods in the modelling, the use of 3-hour peak periods and other scenarios not represented in model Appendix B/5.

Other key factors here are that forecast 'natural' traffic growth to 2036 assumed in the modelling is relatively low and (crucially) the fixed capacity implied for Langstone Bridge is not transparent.

## 2.6 Safety

It is important to note that the mitigation modelling results say nothing about safety. An evidence-based safety evaluation should be undertaken and reported before any statements are made on safety.

## 2.7 Tables A1 to A8

The use of a 30-second difference to highlight larger differences in journey times between the 'Do Minimum' and the 'Do Something' situations irrespective of overall journey time/distance is strange and could be misleading. Why not use a percentage difference? More importantly, with the exception of Table A4 (page 80), there are as many, if not more, sections with **longer journey times with the mitigation measures than without**. So the modelling evidence seems to contradict the report conclusions that the mitigation measures will allow the new developments to be accommodated.

In addition, it is important to clarify the content. If the audience is intended to be the stakeholders of the community, the tables should be headed 'NEUTRAL DAY ANALYSIS' and a comparison of mitigation to the base should be included as the current tables are focused on what in reality is only comparing two iterations of the same model forecast.



## 2.8 Societal Benefits

This section appears to be highly subjective and very biased towards benefits. Of over 200 entries in the Societal Benefit Matrix, all measures either have neutral or positive/highly-positive benefit. **None are negative.** This analysis should have results in a **Societal Impacts Matrix**, as some impacts will be negative. For example:

- (i) On public transport, when buses are blocked in bus stop lay-bys;
- (ii) On local pollution, noise, etc at new traffic signals where deceleration, stopping and acceleration will be required; and
- (iii) New developments on the Island which will attract additional traffic cause more congestion and add delays to emergency services and increase greenhouse gas emissions.

## 2.9 Langstone Bridge

Langstone Bridge probably has a capacity slightly greater than the various 'bottleneck' locations either side of it, so it is not usually the critical point on the A3023 corridor at the moment. By improving these bottlenecks either side, as proposed in the mitigation measures, the bridge will soon become a bottleneck ... but nothing can be easily/affordably done to increase its capacity noticeably. At this point attention will have to turn to demand management and/or traffic management (compare with the Bitterne Scheme in Southampton.) If this is going to happen before 2036 (highly likely), then this scenario should be included in the analysis, together with the V/C analysis recommendations below.



### 3 RECOMMENDATIONS

We recommend that:

- 3.1 Additional analyses are provided to evaluate the mitigation modules. It should be possible to see the performance of the modules under variable load conditions including stress scenarios, but currently the performance of the mitigation modules under variable circumstances is unknown. This would normally be undertaken with additional iterations of the microsim model or a V/C ratio analysis.  
Without these reports it is not possible to calculate their impact today or the options going forward in the real environment.  
We would also recommend the peak measurement should be against the more representative one-hour time slot, not the three-hour smoothing used in this report.
- 3.2 As the bridge will soon become the A3023 bottleneck, a focus study is undertaken showing:
- (1) Its capacity (C)
  - (2) Peak flows at present (V), giving current V/C ratios
  - (3) Peak traffic demand in 2036 with no development ( $V_{2036}$ ) – to clearly show the traffic growth forecast used – to give  $V_{2036}/C$  ratios
  - (4) Peak traffic demand in 2036 with new development ( $V_{2036ND}$ ), giving  $V_{2036ND}/C$  ratios

This would clearly show the extent to which Langstone Bridge can cope with future traffic growth and inform what further analysis is needed.

- 3.3 The *"no way unique"* statement is corrected (1.2)
- 3.4 [REDACTED] Foreword Statement is corrected or validated (2.1)
- 3.5 The A3023 40-30mph statement is corrected or validated (2.2)
- 3.6 An evidence-based evaluation is undertaken covering safety (2.6)
- 3.7 Travel Time Tables should be revised as recommended (2.7)
- 3.8 The Societal Benefits section is expanded to become a fair and accurate Societal Impacts section (2.8)
- 3.9 The Reality

The introduction from HBC is a fair representation of the A3023 road complex and confirms that the main trunk is heavily loaded, vulnerable to any blockages, and is constrained by its flow capacity. The neutral period evaluation indicates a 97% fit; however, that is not the case with Hayling. The vulnerability of the environment together with capacity constraints are the reasons why we strongly recommend stress tests and V/C ratio analyses before any decision is taken, because a significant housebuilding programme would add to that pressure.

Havant Borough Council should also be prepared to re-evaluate the quantity and type of housing which would be appropriate in the best interest of the community. Windfall is and has always been a significant category of development on the Island (up to 100 p.a.) This may represent a process closer to the natural evolution of the Island rather than the large developments proposed.

In any event, this process should be informed by the new road capacity studies recommended in this report.

- 3.10 [REDACTED] and Professor [REDACTED] would welcome the opportunity to present themselves to the Inspector for opinion or clarification.



## 4 CONCLUSIONS

- 4.1 The "neutral days only" analysis, which is the basis of this report, is not representative of the A3023 road network supporting Hayling Island. The population growth in the summer (20-25%) together with the HBC initiative to increase leisure activities are not included in the modelling. This may lead to incorrect decisions being taken on both the road infrastructure and the development opportunities. We recommend that all development applications are kept "on hold" until the recommendations in this report are satisfactorily resolved.
- 4.2 The mitigation projects identified in the Addendum may well have beneficial effects on the side roads, but the major trunk capacity – the key element – is degraded as the flow capacity is reduced. We believe that the recommended additional analyses should be undertaken to avoid unwarranted development and associated costs.
- 4.3 It is important for us all to work for a sustainable conclusion.

What are the next steps planned by HBC and how may we assist the process?

We (Save Our Island Group) are of course under pressure to publish our findings, but would wish to represent the most positive outlook.



## AUTHOR:

### **██████████ – Save Our Island Group**

Retired VP of Unisys Corporation, responsible for worldwide IT infrastructure, communications networking and key project management and process audits

## TECHNICAL ADVISOR:

### **Professor ██████████ MSc PhD CEng MICE FCIHT**

Many years consulting corporations and Governments, covering Europe, Asia and South America on transport and infrastructure

## BIOGRAPHIES:

*Professor ██████████ is a Visiting Professor within Engineering and Physical Sciences at the University of Southampton. He was Professor of Highways and Traffic within the Transportation Research Group until October 2017. He has over 30 years' experience of research into traffic engineering, urban traffic management and control, road network modelling and public transport operations using Intelligent Transport Systems (ITS) applications. He has managed a Rolling Programme of research for Transport for London into UTC and bus priority operations for some 15 years, and led a number of projects in this area funded by the European Commission. He was the Coordinator of the MSc Programme in Transportation Planning and Engineering, which has also been offered in Beijing, China and is involved in a number of educational networks in Europe funded under EC programmes including TEMPUS and Leonardo da Vinci. He is a Chartered Civil Engineer and past Chairman of the Transport Group of ICE South.*

*██████████ is a member of Langstone Sailing Club and has a residence on Hayling Island.*

*██████████ is a retired Vice President of the Unisys Corporation. Through his 40 years with the Corporation he managed many large-scale developments including: the first Europe-US satellite computing; the first international email system 3 years before the development of the Personal Computer; the first worldwide Data Centre consolidation – over 60 Data Centres into one. This was a precursor to what is now known as cloud computing. He also ran a joint technology venture with Microsoft and ended with the responsibility for worldwide IT infrastructure & telecoms and strategic corporate project management. He also claims to be one of the few people who have programmed every generation of computer (very badly!). Attended and presented to the US Conference Board.*

*██████████ is a member of Mengeham Rythe Sailing Club and Hayling Golf Club. He was born on Hayling Island, and lives there now.*



# Hayling Island Infrastructure Advisory Group

## Langstone Perspective

### Context:

The Traffic Assessment was only approved by Council Members at the beginning of year because of the Local Plan timetable and without HIIAG agreement.

The Addendum amplifies the Traffic Assessment and provides detail of Micro Simulation and Mitigation proposals.

The Process relies on the Presumption that we endorse everything so far.

# Hayling Island Infrastructure Advisory Group

## Langstone Perspective

The NPPF

Has a target of 3 million Homes by 2036 --The objective being to solve the housing crisis.

Local House prices are 8.8 times average earnings --making it an affordability crisis.

House building is a secondary industry following primary industry growth.

The National need is to create new industries and new towns and accommodate all socio-economic groups.

Outsourcing the burden to Local Authorities is irresponsible because they are too small to absorb the cost of retrofitting the necessary infrastructure.

Market-forces should determine where houses should be built (not OAN). Infrastructure is integral to the creation of new towns where it can be adequately and cost effectively delivered.

# Hayling Island Infrastructure Advisory Group

## Langstone Perspective

At the Local Level

NPPF's OAN is a "one size fits all".

Recognise the error of "One size fits all." Don't turn Hayling into Leigh Park

Hayling has a special role as a leisure and recreational area. It can't retain that amenity value if it is built up.

There is no infrastructure to support more building.

Hayling should be designated as a Conservation Area and AOB



# Hayling Island Infrastructure Advisory Group

## Langstone Perspective

What we need the Council to do?

Challenge the OAN figures and formula.

Why would Havant with a population of 147,000 have a quota of 11,500 houses?

National Population 66,000,000 OAN 3,000,000.

Havant Population  $147,000/22 = 6,690$

Enlist the MP's help to renegotiate the quota

# Hayling Island Infrastructure Advisory Group

## Langstone Perspective

The NPPF is a problem/not a solution for most Local Authorities

Never a better time:

Change in Local leadership

Change in Minister

Change in Prime Minister

Change in Government

Excellent time to rethink

Development should improve the “Quality of Life” for all: Should not be at the expense of the existing Population

# Hayling Island Infrastructure Advisory Group

## Langstone Perspective

Mrs May just before leaving office said:

“We need a new energy and industrial policy”

This would determine where to build new towns with new integrated infrastructure

New towns can address the complete housing requirements of all classes in society

It would end the silo thinking of trying to stimulate the economy by building houses. The Planning Function needs to consider – why, where, what or when – not just do it.

The NPPF is not a plan because plans should improve “quality of Life”.

It should solve a problem not create a problem. The Local Plan creates a problem.

# Hayling Island Infrastructure Advisory Group

## Langstone Perspective

The Addendum

Proposes minor adjustments in the road network.

Oriented towards Hayling Island.

It is a supplement to what the HIIAG was not a party to and provides no further justification

It uses vague terms in an Orwellian fashion:

Headroom = spare capacity. But there is none.

Adding 20+% to a system already 85% loaded ceases to be a linear progression

Enters the zone of collapse theory

Sustainable: Does it mean perfectly balanced and naturally replenished  
or is it a measure of pain tolerance?

# Hayling Island Infrastructure Advisory Group

## Langstone Perspective

### Using Models and Tools

Only use them to determine what one can't determine by common sense and basic arithmetic.  
One must use common sense and basic arithmetic to validate the results of their use.

Recognise that micro simulation, produce micro mitigations and micro benefits.

Choose the right scope for the exercise.

Recognise that elements of the system have capacity limits which are unalterable.

# Hayling Island Infrastructure Advisory Group

## Langstone Perspective

The A3023

A single carriageway has a finite capacity

A single artery has a unique vulnerability --- not “resilient”

If there is no plan to provide redundancy there is a high risk of significant outages of service

As the Infrastructure group we have a duty to understand and quantify the current and future loading of the system.

The Transport Assessment and the Addendum do not attempt to do this

# Hayling Island Infrastructure Advisory Group

## Langstone Perspective

Scope of traffic models take traffic from source to sink

Hayling Island is source, a series of tributaries

The A3023 from the Bridge to the A27 is a pipeline or single artery

But the distribution point \_\_The Roundabout is not a free-flow point. It is a congestion point

The B2149 presents a series of interruptions to free-flow

The capacity of the A3023 is further limited by the intersection with the A27

North bound traffic arrives at a free flow situation only after the next roundabout

West bound traffic encounters 1 light East bound traffic encounters 2 and North bound traffic 6

# Hayling Island Infrastructure Advisory Group

## Langstone Perspective

Steve Mountain showed pictorially a part of the congestion problem but not all of it

It predicted 17 -50% increase in traffic by 2050 but no evidence that mitigation would produce the decreased congestion depicted in the second graphic

Several generalities:

- The importance of maintaining traffic flow

- The length of queue is less significant than the speed of dispersal

- That lights impede flow, whereas roundabouts maintain flow albeit at reduced speeds

- Roundabouts dynamically assign priority and control optimum traffic flow in real time

- Uncoordinated traffic lights impede traffic and Havant has 3 conflicting systems

- The Langstone roundabout has a mix of conflicting strategies



# Hayling Island Infrastructure Advisory Group

## Langstone Perspective

We looked at alternative mitigation based on maximising ROI

Focused on

Removal traffic stoppages to maximise traffic flow.

Allowing equal treatment of traffic users by dynamically allocating priority in real-time as the most efficient use of road capacity.

Traffic dispersal as the principal strategy for traffic planning

Honest appraisal of where greater efficiency can be achieved and where traffic capacity limits any improvement

# Hayling Island Infrastructure Advisory Group

## Langstone Perspective

### Recommendations:

1 Site a roundabout at the Northney Junction

Close Esso entry and exits to A3023

Reconfigure access from Northney Road

Benefit eliminate ambiguity of drivers' signals and dynamic allocation of priority to traffic

2 Roundabout at The Ship

3 Mini roundabout at Langstone High St

4 Re-site pedestrian crossing South of Langstone High St

5 Entrance only at Woodbury with new roundabout at Southbrook Rd.

# Hayling Island Infrastructure Advisory Group

## Langstone Perspective

- 6 Close entrance and exit to Technology Park from Southbound Traffic.
- 7 Provide access to Technology Park from far end of A27 slipway to unnamed rump of road which connects to Brookside Technology Park roundabout
- 8 Provide a second new slipway from A27 East to connect to roundabout at West end of Solent Rd. This removes some East bound traffic from the A27 bound for the Langstone roundabout and lessening congestion at this congestion zone
- 9 Close entry and exit to Solent Road from/to South bound traffic on the B2149
- 10 Route traffic leaving the Solent Retail Park via Brockhampton Rd/West St to new roundabout on B2149
- 11 Enlarge Elm St Junction to accommodate a roundabout of sufficient size for buses and trucks

# Hayling Island Infrastructure Advisory Group

## Langstone Perspective

- 12 Consolidate the two Pedestrian crossings and make a single pedestrian bridge.
- 13 This removes a lot of traffic from the Congestion Zone immediately North of the Langstone roundabout and helps keep traffic flowing dynamically through the system. This converts a Congestion to a free flow system.
- 14 These changes eliminate the succession of un-coordinated lights North of the Langstone Roundabout.
- 15 These changes make possible the elimination of lights at the Langstone roundabout, restoring it to a free-flowing roundabout

# Hayling Island Infrastructure Advisory Group

## Langstone Perspective

Requires a mindset Change

Takes a Macro view of several changes taken as a package – not a piecemeal approach

Looks towards where the maximum gains can be achieved.

Pipelines traffic through Havant – turns congestion to free-flow – removes the succession of stoppages

Looks at “do what needs to be done”-- not “do nothing” or “do the minimum”

Looks at best ROI.

# Hayling Island Infrastructure Advisory Group

## Langstone Perspective

### Recommended Actions:

Havant Leader/ Havant MP to renegotiate the size of Havant's housing quota.

Havant MP to lobby Ministry against delegating housing quotas to Local Authorities who lack the Authority, Responsibility and Resources to implement what should be done at a National Level -- Build purpose built new towns, not strangle existing towns.

Design 21<sup>st</sup> Century towns to minimise vehicular traffic, and be relevant in a climate crisis world economy. Duty to eliminate 20<sup>th</sup> Century suburban sprawl.

Rationalise Havant traffic flows to maximise road traffic throughput.

Re focus from minor issues in the catchment area to the traffic dispersal issue.

Recognise the A3023 capacity limitations, Hayling's insufficient infrastructure, and liability to future flooding.

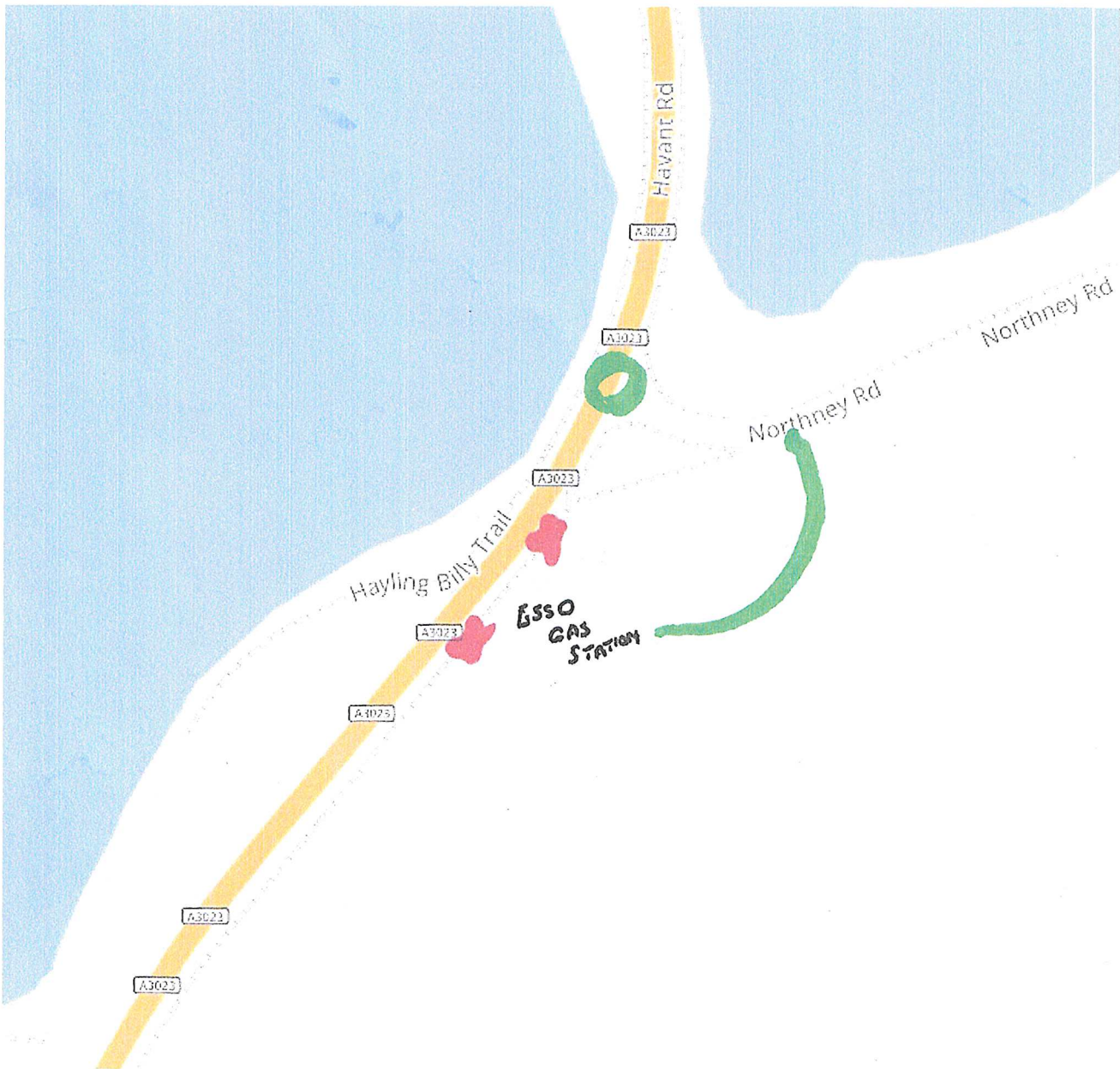
# Northney Road, Havant, England



Havant | England

50.831739, -0.976034

Close the entry and exits onto A3023. Make new roundabout at Northney Rd A3023 junction. Make new access road from Northney Rd to Esso Gas Station



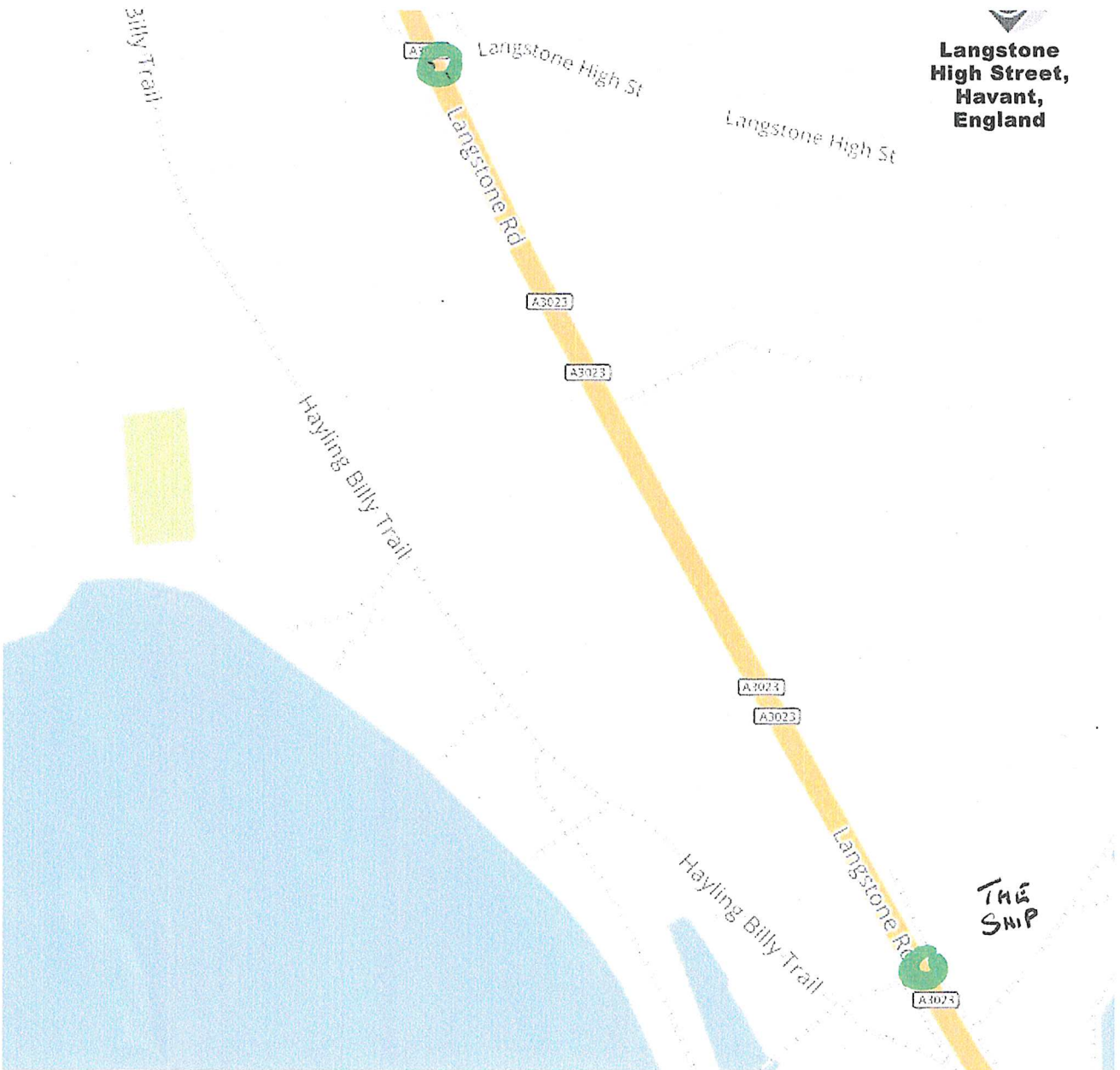
# Langstone High Street, Havant, England



Havant | England

50.839501, -0.980691

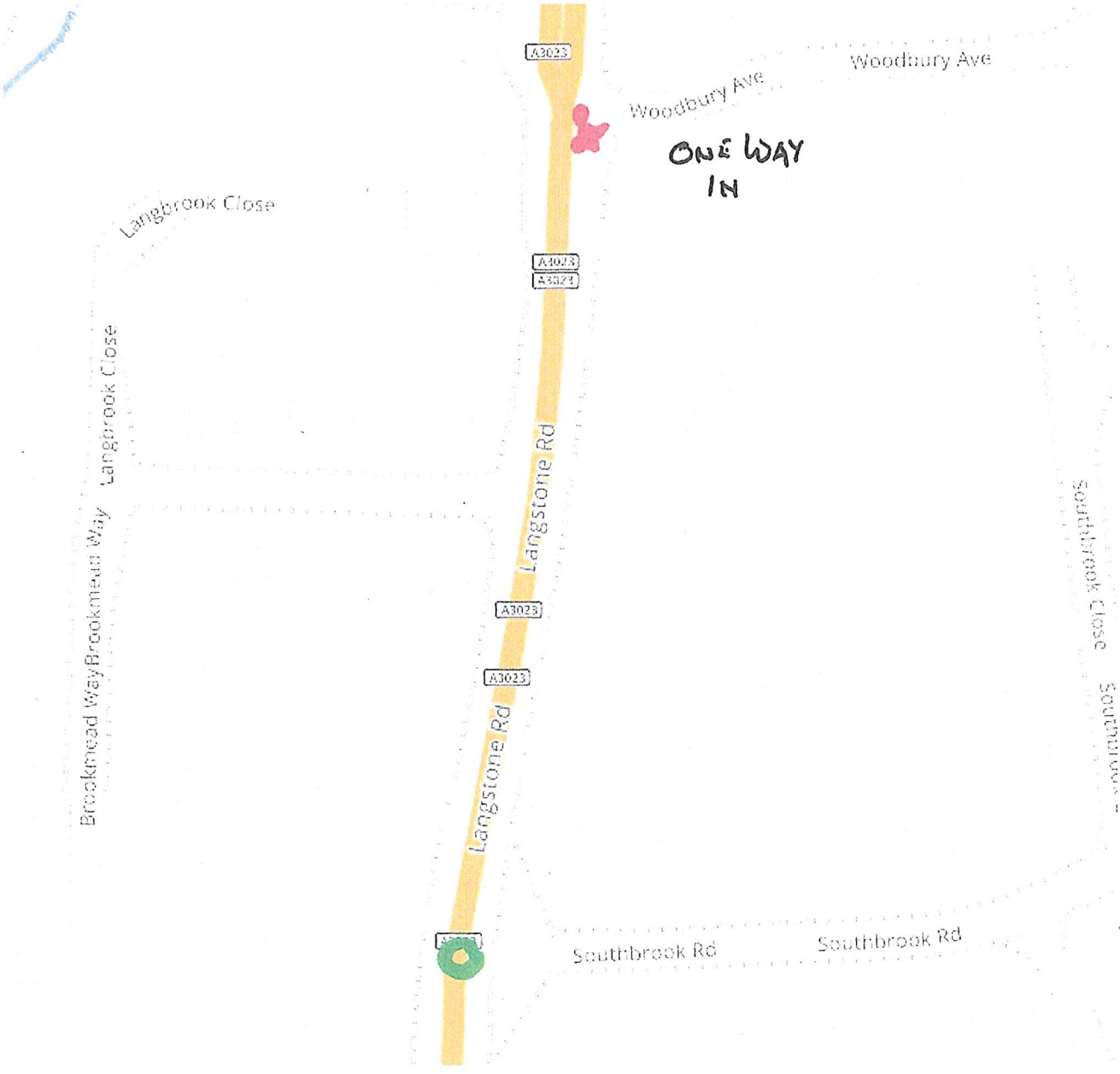
Make roundabouts at The Ship and Langstone High St





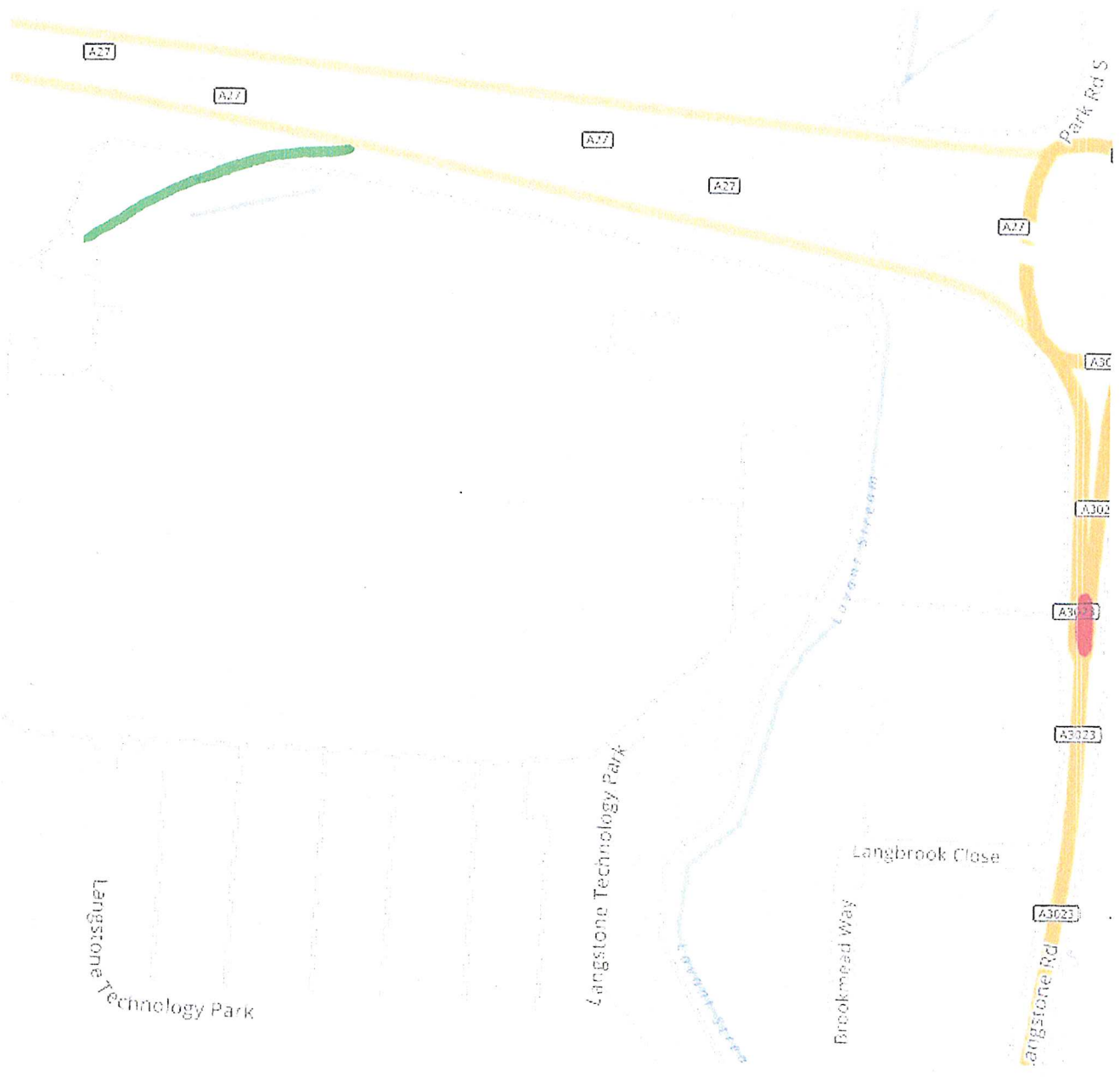


Make Woodbury Avenue a one way entry to the estate. Give Southbrook Close a roundabout as it intersects with the A3023.





Close the entrance to the Science and Technology Park to traffic moving South from the Langstone Roundabout on the A3023. Make a new road from far end of the slip road onto the A27 to the existing roundabout linking Brookside way to the Science and Technology Way





Alternatively make a new road from the end of the slip road onto the A27 to connect to Southmore Lane.



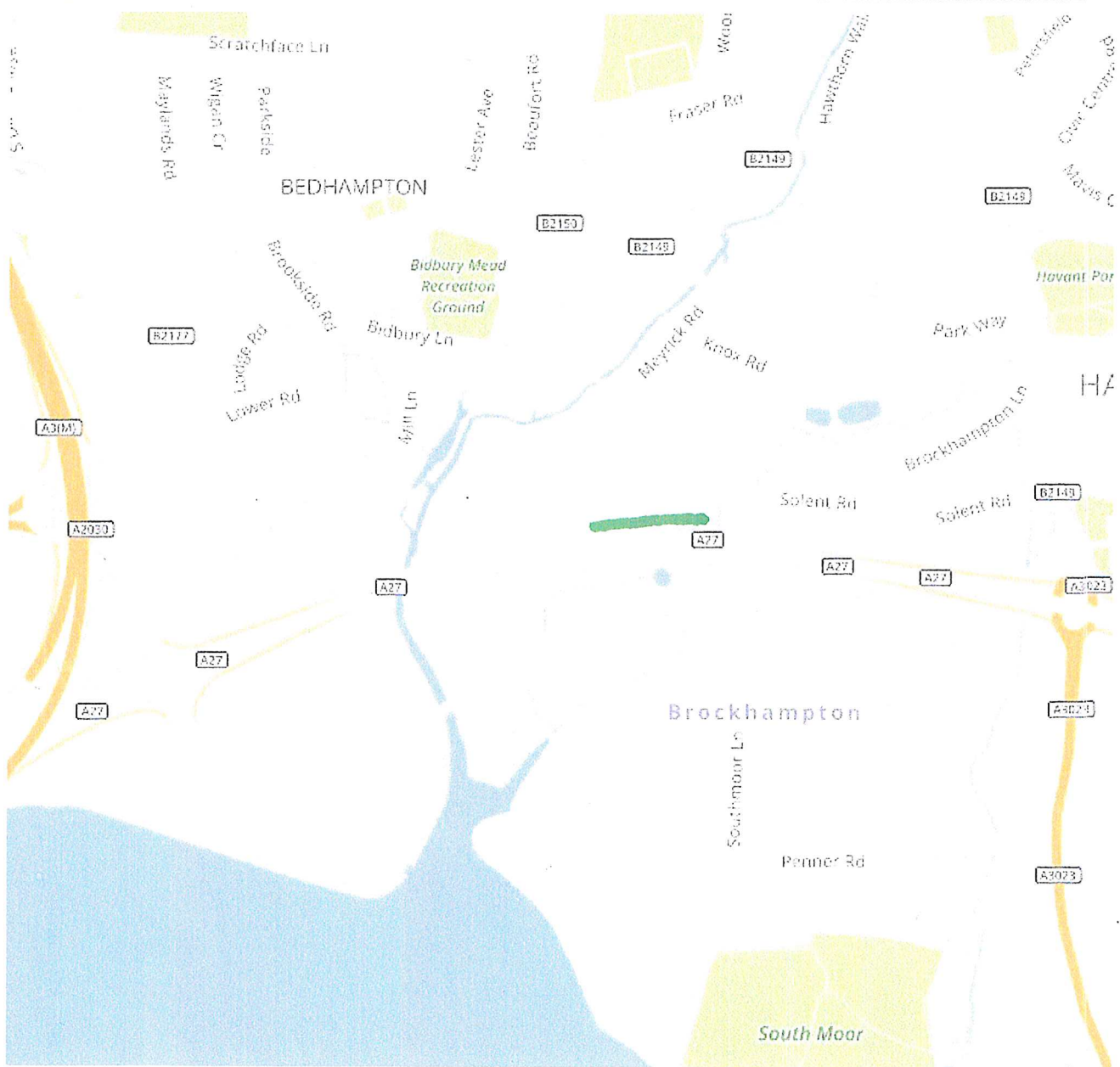


Make an earlier slip road from the A27 going East to connect to Marples Way and the Solent Rd roundabout or Brockhampton Way South of the Solent Rd Roundabout. This will filter off much of the traffic arriving from a Westerly direction which has a destination at the Solent Rd Retail Park so avoiding the Langstone Roundabout and the congestion zone. Reducing the B2149 traffic load is an advantage to all traffic arriving from other directions.



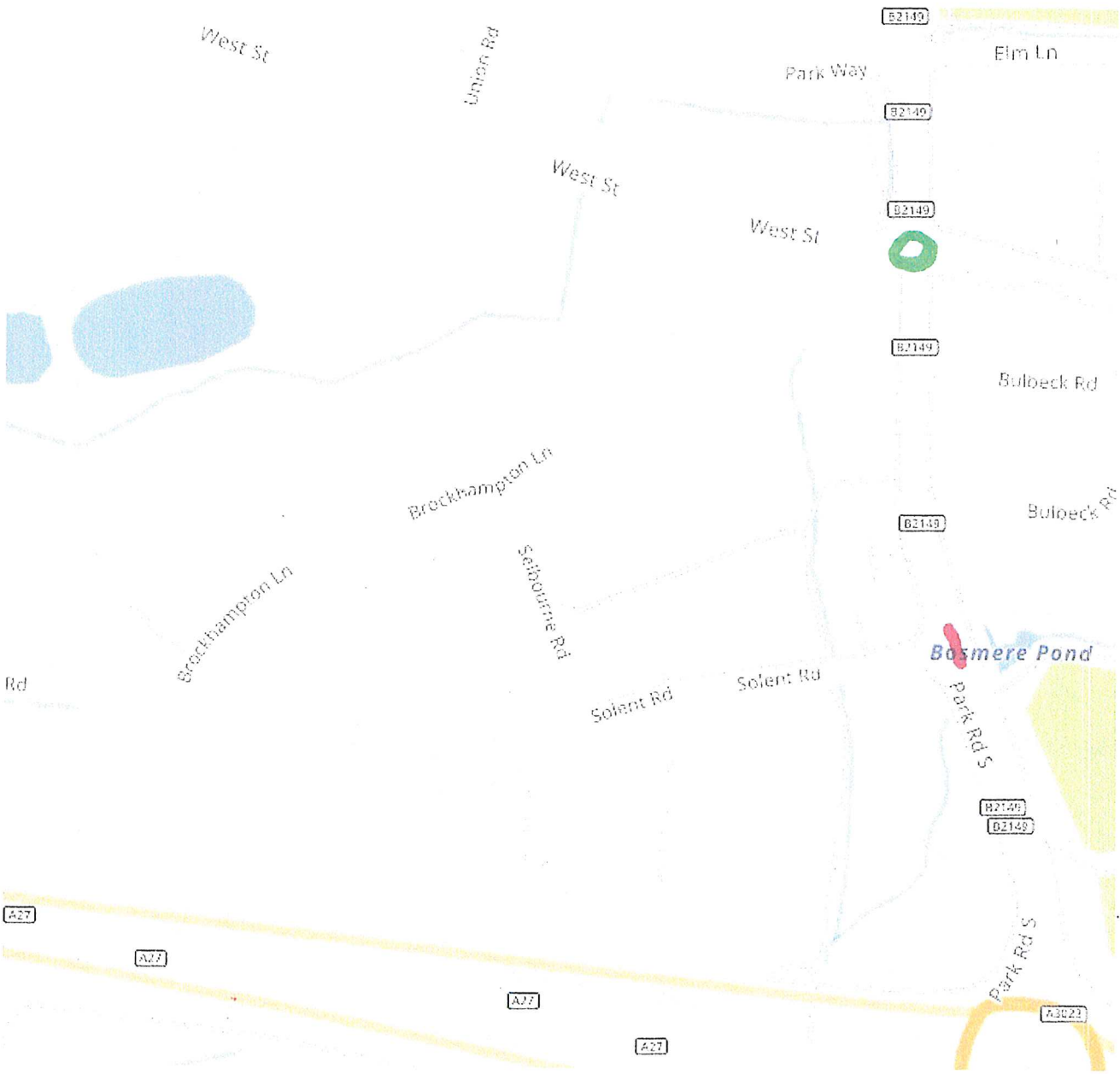


Alternatively make a new road from the end of the slip road onto the A27 to connect to Southmore Lane.



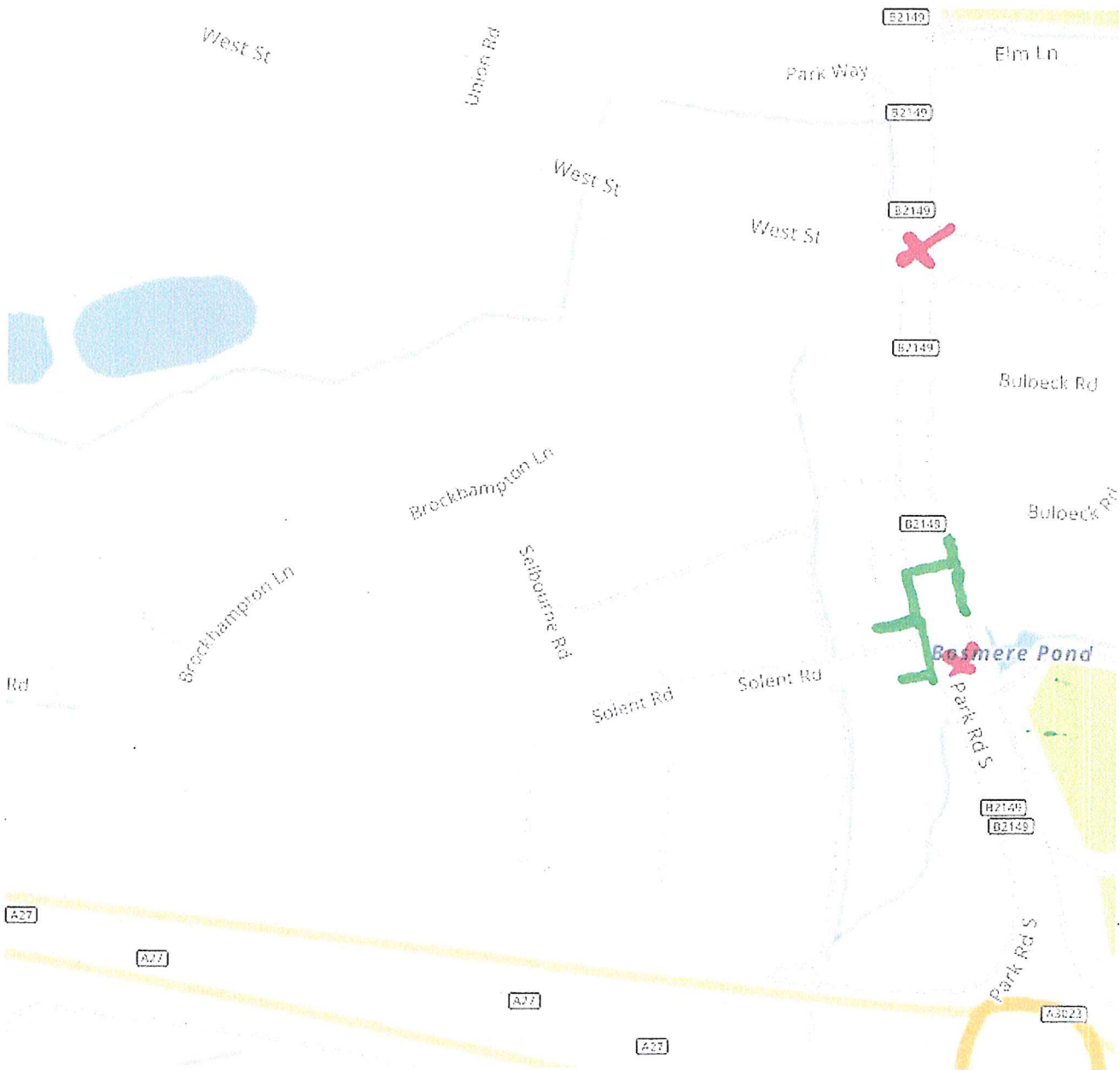


Close the entrance to Solent Rd. to traffic from the North on B2149. Make a new Roundabout at the West St B2149 for traffic entering the Solent Retail Park and for traffic leaving the Retail Park to join traffic going South on the B2149



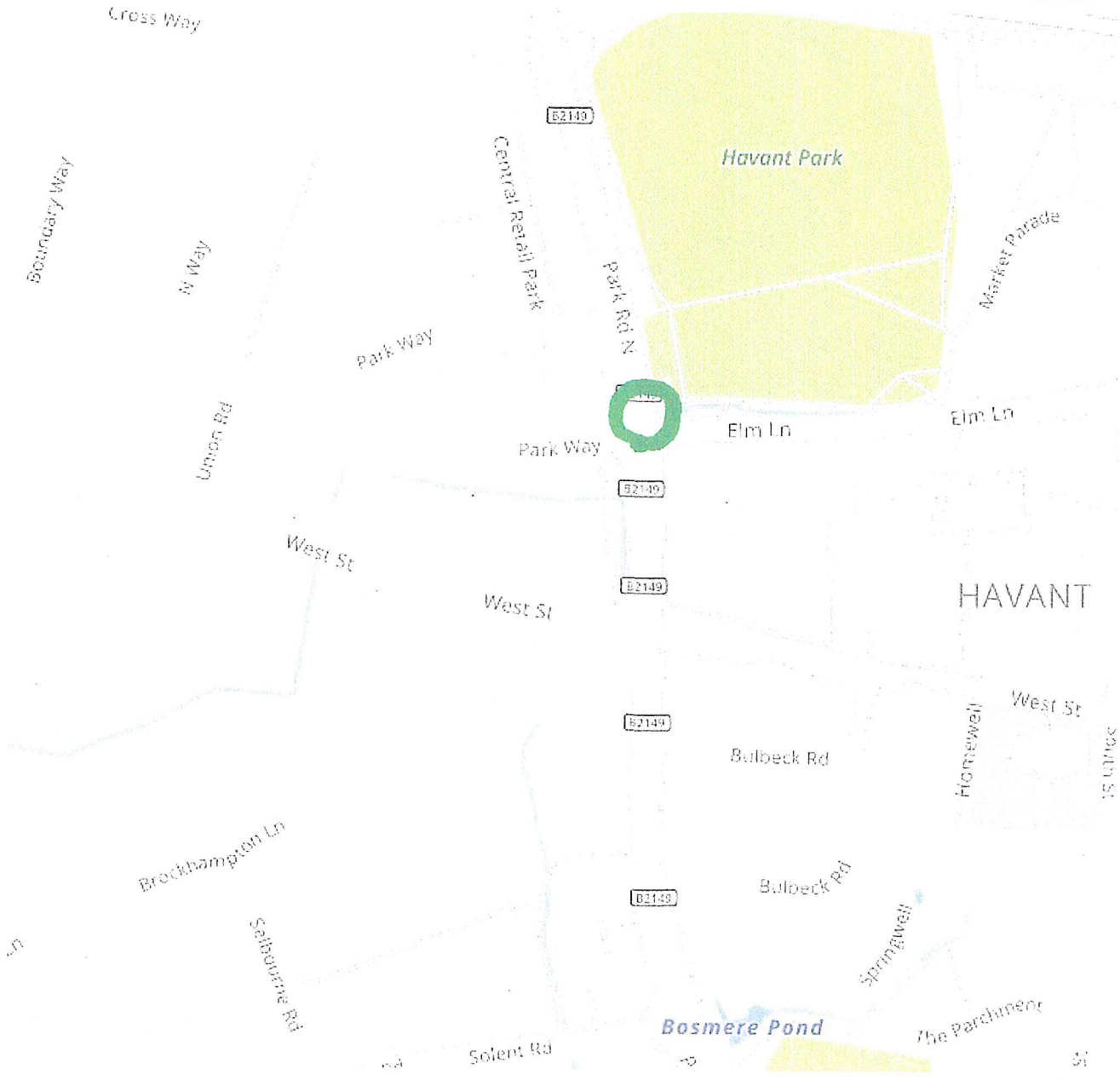


Remove both pedestrian crossings, replacing them with a single pedestrian bridge.





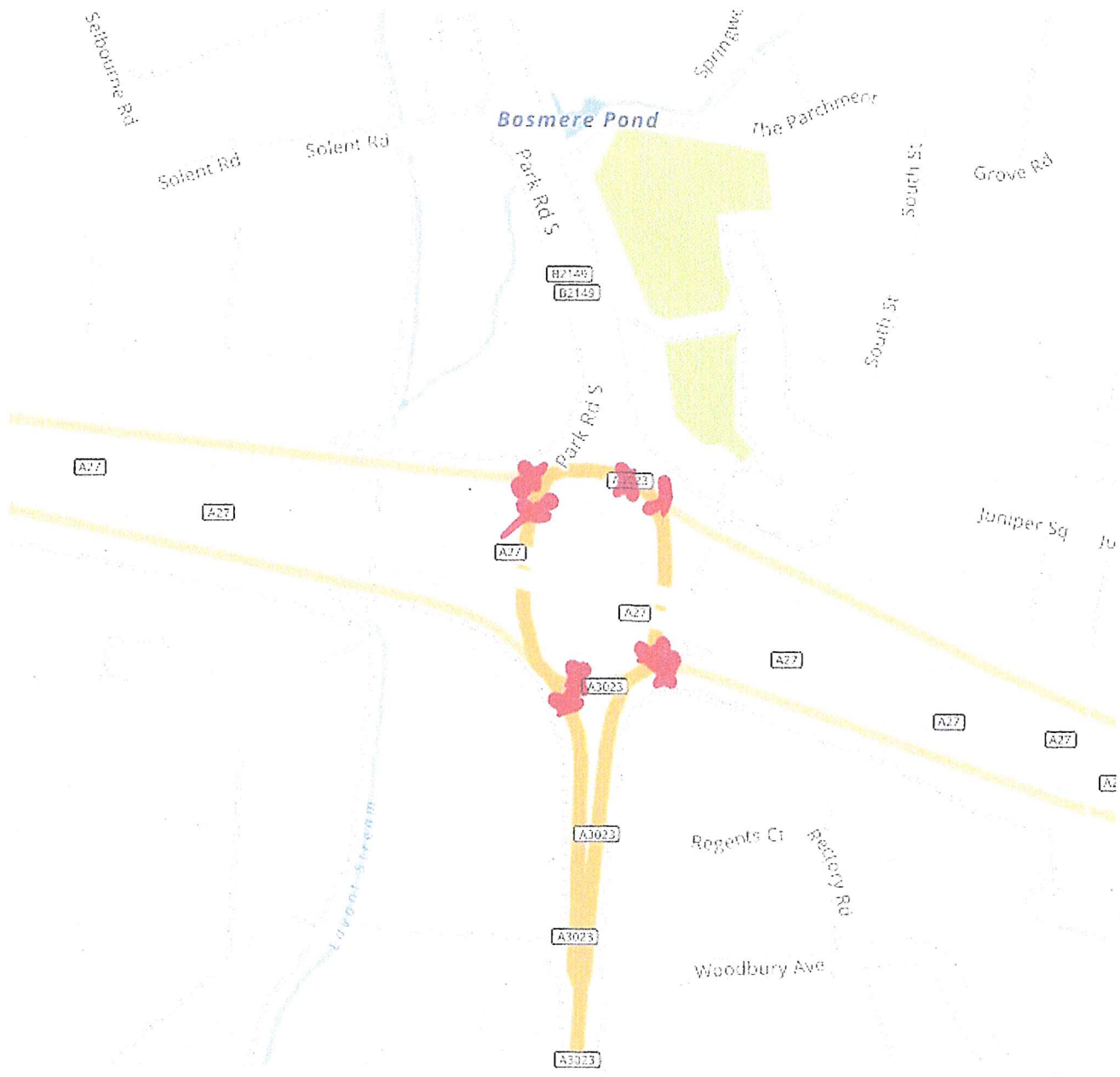
Replace the traffic lights at Elm Park/Parkway and Park Rd B2149 intersection with a large roundabout able to accommodate bus and truck turning circles, positioned with a bias towards the North.





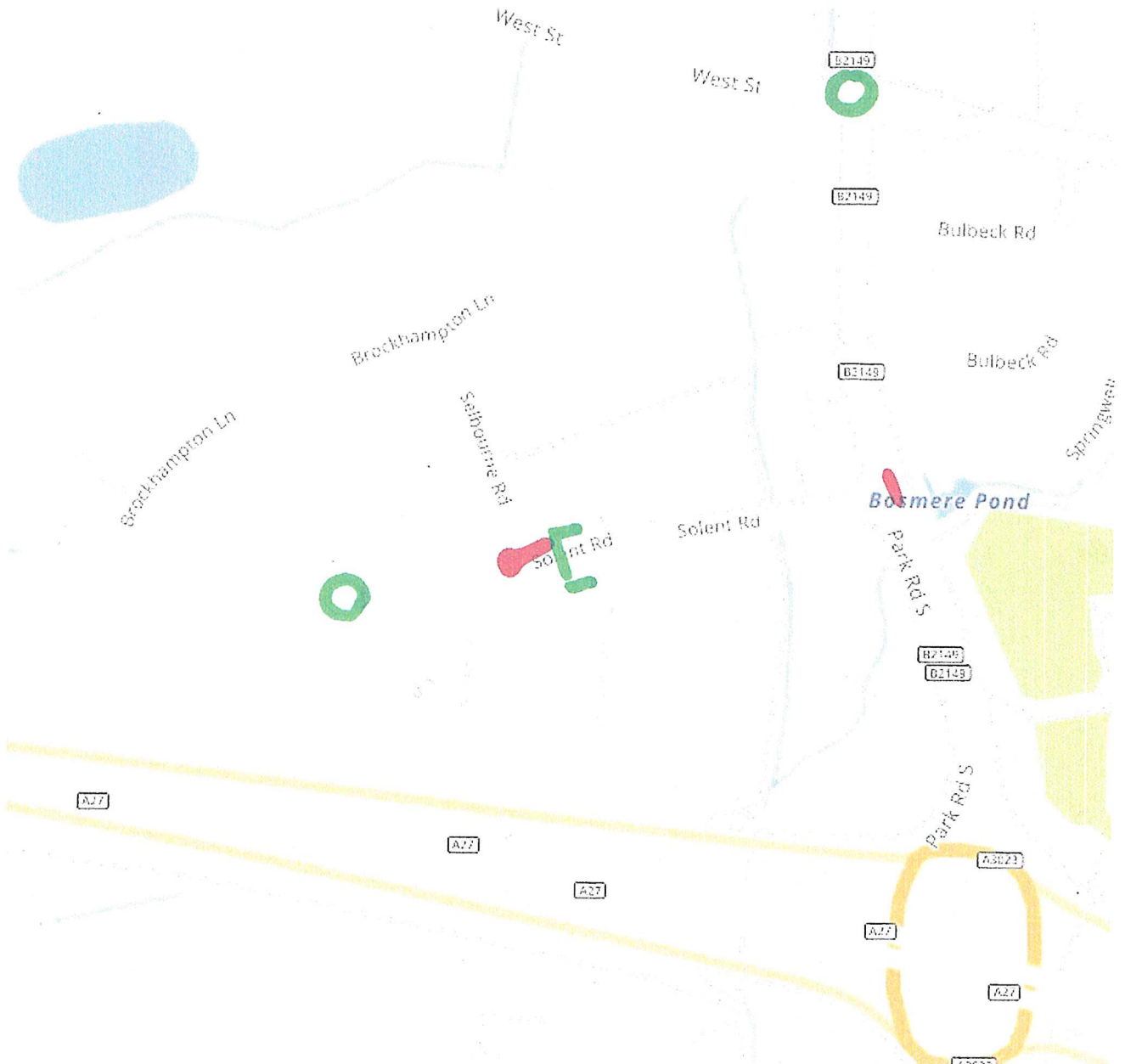


Having turned the centre of Havant from a congestion zone with 6 flow interruptions to a free flow system the traffic lights could be removed to restore the Langstone/A27 roundabout to a dynamically free flowing system.





Close Solent Rd to Southbound traffic on the B2149. Traffic for the Retail Park having the opportunity to enter the Park at a new West.St roundabout Close Selbourne Rd junction onto Solent Rd. Make new roundabout at the entrance to Tesco and allowing traffic to access the Retail Park on the north side at M & S. Create a new pedestrian bridge over the Solent Rd



## Planning Policy and Urban Design

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**From:**

**Sent:**

**To:**

[REDACTED]  
25 November 2019 13:52

**Cc:**

**Subject:**

[REDACTED]  
Re: Hayling Island Transport Assessment Addendum

Dear [REDACTED]

The Langstone Residents' Association (LRA) wish to record its support and endorsement for the SAVE OUR ISLAND Group's review report on the "Hayling Island Traffic Assessment Addendum" as presented to the Infrastructure Advisory Group FEEDBACK meeting held on 21 November 2019. The paper, presented by [REDACTED] analysed the Transport Assessment for this part of Havant in a manner beyond the expertise of ordinary residents. It challenges the technical parameters and conclusions of Havant Borough Council's Consultants. Therefore, this document must be passed to the Planning Inspectorate as part of the residents' evidence base.

Members of the LRA have consistently highlighted the controlling effect on traffic flow imposed by the Langstone Road bridge. The many ideas generated to mitigate the problems of the A3023 do not address this bottleneck. Heavy traffic on this road has been a fact of life for decades, and we accept this, including the obvious extremes during the holiday season. However, there must be a finite limit and common sense suggests a strict limit be imposed on more housing development.

The Local Plan 2036, essential as it is, must take as its basic tenet the need to be beneficial to the whole of Havant Borough, its residents as well as its business community. The Plan is flawed in as much as sites have been identified and allocated on Hayling Island without addressing the very real questions of employment opportunities there and access difficulties. This Group has received information and presentations about the wider range of infrastructure services across Hayling Island, all of which attempt to indicate 'spare capacity'. Recent events have demonstrated those statistically based assurances are invalid.

Planning, by definition, is to examine a subject in detail to establish all relevant factors which may impinge on it and thereafter prepare an appropriate solution addressing all discovered aspects. To build 1100 new homes on Hayling Island, without at the same time addressing the issues of probable people movement and traffic generation and proposing achievable solutions, is an abrogation of responsibility. And, to argue a problem does not exist or is the responsibility of another Authority is to fail to recognise reality.

The term 'mitigation', used frequently to imply improvements, really only means to make the situation less unpleasant, serious or painful. The ideas put forward do not solve the problems which exists now and will be vastly worse when more load is added to the road system. Unless, or until, real solutions are found to the fundamental traffic problem south of the A27 trunk road, more housing on Hayling Island should be halted. And, the mitigation measures, which will adversely affect those people living next to them, in particular the 250 or so families in Langstone adjacent to the section of the A3023 south of the A27 where 2 lanes of traffic and a signalised junction suggested, must be seriously reconsidered.

Yours sincerely



Secretary, Langstone Residents' Association

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## Planning Policy and Urban Design

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**From:** [REDACTED]  
**Sent:** 25 November 2019 16:19  
**To:** [REDACTED]  
**Cc:** [REDACTED]  
**Subject:** Reponse to the Transport Assessment Addendum  
**Attachments:** Response to TA Addendum.docx

Dear [REDACTED]

Please find attached a number of issues concerning the Transport Assessment Addendum November 2019 that particularly concern both [REDACTED] and me, in our capacity as HIRA representatives on the Hayling Infrastructure Advisory Group. We trust that your officers will address each of our concerns and let us know your conclusions.

I have also read [REDACTED] 25/11/2019 email to you, which HIRA was copied into. I agree with all the points that [REDACTED] has made in that email, and, similarly, I endorse his view that Save Our Island Group's Report, presented to the Advisory Group on 21/11/2019, should be passed to the Planning Inspectorate as part of the residents' evidence base. It is an essential element of the Consultation process involving Havant Borough Council Stakeholders.

I would appreciate your acknowledgement of this email and the attached file. Please also let me know if you have any questions concerning this email and/or attached file.

Kind regards,

[REDACTED]

We find the Report fundamentally flawed with relation to the statements on p. 12 3.16 – 3.18 inclusive. We residents on the Infrastructure Advisory Group repeatedly requested working with HBC in 2018 to agree appropriate data input, suitable route testing and selection of days to include Mondays, Fridays including summertimes for a realistic and therefore sustainable Transport Assessment for Hayling's unique geographical, demographic and mixed economy. These points have been expressed in more detail in Save Our Island's Review which you have agreed to study and take into account.

Please re-visit the peak-period modelling aggregating of traffic over a 3 hour period rather than a one hour period: this disguises and does not accurately reflect the actual impact of traffic congestion at peak and mid-peak periods.

Please also include assessments, as these will affect Hayling's transport network, of Hayling's

1) annual flooding incidents – whether from sea water, surface water, Southern Water's and Portsmouth Water's burst pipework which have completely disrupted traffic flow with either effluent or fresh water. To date there is no immediate solution to, particularly, Southern Water's old sewage pipework on Hayling.

2) annually aggregated windfall properties: if these are only assessed case by case, then their incremental effects cannot be accurately identified. This point has been raised by others at our various meetings.

Sections 6.22, 6.37 & .38, 6.42 present and describe the Billy Trail as a realistically alternative motor transport route. Our concern is that assignment of this Trail to a Transport section of HBC and/or HCC in an effort to offload the costs of Trail renovations is a dangerous step towards such bodies' eventually making the Trail far more than an "emergency access" and "autonomous vehicle" route.

Section 6.27 on the Trail surfacing: the 5 years of "self-binding sponge gravel" surface material has clearly demonstrated its robustness in the Trail's challenging coastal environment with a full range of users from horses, cyclists, wheelchairs & pedestrians. It has shown self-repair in a way that we cannot expect from, for example, tarmac. It is essential to keep in mind the Trail's users in this issue: horses' hooves, cycles' narrow tyres & light non R.T. Act motor vehicles, pedestrians and wheelchair users need a smooth, secure surface. Therefore the Trail's main section south from the Oyster Beds does need the proper foundations that the self-binding surface provides so the "recycling" surface proposal is obviously unsuitable. Scalpings, we are told is currently in use, has proven to be unsuitable owing to its roughness, maintenance requirements to contain it & bed it in – none of which is done on the Trail. Tarmac is affected by the salt water and extremes of temperature, and requires more frequent, essential maintenance. Concrete becomes slippery in icy weather, dirt will accumulate on its relatively smooth surface so again maintenance will be essential to keep it in a safe condition.

Please re-consider the Assessment's aspirations and therefore the Report's description for the Trail so that:

- the self-binding sponge gravel surface is presented as a robust, smooth, low-maintenance surface for a variety of users;
- its possible re-location does not in any way impact on the existing Solent Waders and Brent Goose Network "Core Area" and "Primary Support Area" on the east side of the Billy Trail, nor the proposed Brent Goose Refuge otherwise it is blatantly ridiculous to consider that Refuge as any Refuge at all. Sec 6.40 refers to the possible Goose Refuge as being a suitable site for the Trail's recessionary route resulting from further coastal erosion: attempting to combine the Trail's human activities with a wildfowl refuge is a contradiction in terms. There can not be a 'dual purpose'.
- it is not used as a convenient by-pass by vehicular traffic when congestion constricts the A3023. It is inconceivable that even emergency vehicles, travelling of necessity at speed, could possibly be permitted on the Billy Trail where pedestrians, wheelchairs, cyclists & adjoining it, horse-riders, can expect to be found. It will be impossible to stop such users when such 'emergency' vehicles need to use the Trail. To deprive everyone of the Trail's established usage is a travesty of a key attraction for visitors and residents to Hayling.
- safety is vital: there must be a dividing, simple wooden fencing separating the horse track from the cyclist/pedestrian; lights especially low level are welcome for all users; removable barriers at either end must prevent joy riders yet permit essential maintenance when necessary; ESCP support in providing long-term flood barrier for the Trail's weakest sections needs to be sought – ESCP are already seeking Islanders' interests so we look forward to our Council also working to protect the existing Billy Trail.
- the reference to an autonomous vehicle is omitted as it would inevitably prevent others' use of the Trail with no realistic evidence of its advantages. Elsewhere in the country they have not worked as expected & for it to take up Hayling's only remaining leisure route to encourage people to exercise & get out of a vehicle is contrary to the NPPF's requirements for green and healthy routes for everyone.

To suggest such use of the Trail betrays the fact that there is no vehicular alternative to the A3023 on Hayling and any so-called mitigating efforts can only relieve the road's traffic problems as they are now, and will do nothing to manage the additional traffic from about 1100 new homes by 2036, let alone the windfall which is certainly not taken into account in your Traffic Assessment.

END OF RESPONSE

## Planning Policy and Urban Design

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**From:** [REDACTED]  
**Sent:** 25 November 2019 18:12  
**To:** [REDACTED]  
**Cc:** [REDACTED]  
**Subject:** Hayling Infrastructure: Transport Assessment

Hi [REDACTED]

I was hoping to have some answers to my questions which I submitted 2 weeks ago. My questions are designed to tease out technical issues with the approach to transport assessment and the methods and software tools used to conjure up what can only be described as a fundamentally flawed Transport Assessment. I would like your reassurance please that not only will you address my questions in a timely fashion but that you will ensure that they form part of the evidence base for the inspector to assess.

I would remind you that your recent attempts to answer my validation and calibration questions with a series of complex document links did not help my understanding and so those questions are still on the table.

I too fully endorse the content of the following and along with my questions, I expect you to make these fully visible and available to the inspector, please. As they all highlight considerable problems with the TA.

1. [REDACTED] SOS presentation at the last meeting
2. [REDACTED] LRA submission by email today
3. [REDACTED] & Robert Woodward HIRA submission by email today
4. All Questions raised and observations at the TA meetings on the 7th and 21st November 2019

One last point please, I don't seem to have meeting minutes for the last two meetings. It's possible that I may have missed them so I would appreciate seeing them, please.

--  
Best Regards

[REDACTED]

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## Planning Policy and Urban Design

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**From:** [REDACTED]  
**Sent:** 02 December 2019 01:09  
**To:** [REDACTED]  
**Cc:** [REDACTED]  
**Subject:** Hayling Infrastructure: Transport Assessment feedback from Cycle Hayling  
**Attachments:** Infrastructure feedback.docx; Hayling windfall calcs.xlsx

[REDACTED]

Thank you for the very considerable effort expended on the Hayling Traffic Assessment Addendum. I'm attaching additional feedback from Cycle Hayling and some in my own personal capacity.

Many thanks

[REDACTED]

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[REDACTED] Hayling Island, UK, [REDACTED]  
Cycling UK local campaigner [www.cyclinguk.org](http://www.cyclinguk.org)  
Cycle Hayling [www.cyclehayling.org.uk](http://www.cyclehayling.org.uk)  
Sustrans local ranger [www.sustrans.org.uk](http://www.sustrans.org.uk)

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Cycle Hayling response to TA Addendum. [REDACTED] Nov-2019.

Thank you for the considerable effort expended on the Hayling Traffic Assessment Addendum.

I would like to make the following comments.

On behalf of Cycle Hayling, I support the comments of [REDACTED] and add these:

- 1) There are great opportunities for a significant mode shift to cycling, especially during peak times to reduce traffic, especially with e-bikes getting better and cheaper. But this can only be achieved by providing smooth, all-weather, largely traffic-free paths. Unbound, rough, wet, puddled paths are NEVER going to persuade the majority of potential riders to cycle to work, to school or college, to shopping, to social engagements, etc. It has to become a habit, and that means making it a pleasant experience, whatever the weather.
- 2) We do not accept that mitigation schemes should wait until gridlock becomes the norm. We ask the inspector to rule that new building schemes should only be permitted **after** their required mitigations are fully funded, and ideally completed. This means securing advanced funding for mitigation. Clearly we would like cycle provision that would relieve traffic to be prioritised.
- 3) We agree that the 'Save Our Island Review' (Nov 2019), is sufficiently compelling that it must be attached in full to the final submission to the Inspector.

And in a personal capacity:

- 4) Traffic estimates and modelling are still based on a hugely underestimated windfall allowance of 144 homes over the planning period to 2036, based on 12 per year, over a very selective 12 year period.  
As per the evidence I submitted to the original Local Plan 2036 consultation (copied below), and evidence from [REDACTED] and others of 186 in the one year of 2017/18 alone, this windfall allowance is dramatically too low.  
I estimated that it should be at least 950 additional homes, but the reality could be far higher. At 2017/18 rates, they could be up to 3,000, dwarfing those from allocations. Most of these windfall homes are virtually impossible to refuse.  
Modelling on half or a quarter of the true number of new homes cannot give any reliable guide to future traffic loading – it becomes pseudo-science.
- 5) The economy of the area depends on efficient **and predictable** travel arrangements. A reasonable **average** time is no help to people who need to arrive at a set time, for example to catch a train, start work, or attend an appointment. They have to leave early enough for the **worst** likely journey time. The economic cost of this accumulated wasted time across an average of 24,000 movements per day is huge, and should be taken into account.

Windfall attachment below:

**Windfall underestimates.**

**The following was the evidence I submitted on the original Local Plan 2036 consultation (in a personal capacity, not Cycle Hayling).**

1) The windfall allowance of 144 for Hayling in the 'Windfall Unidentified Housing Development' is massively underestimated, both historically, and for the future. It should be at least 950, and possibly much higher. It will lead to between 2 and 3 times the number of houses being planned for, which will be completely unsustainable for Hayling Island's infrastructure, especially for traffic volumes, on an island whose only outside link is the single, narrow, single carriageway A3023, a single bridge, and a single roundabout onto the A27.

2) PAST windfall estimates are a gross underestimate, hugely distorted by averaging over the recession. Over HALF of past windfalls were in the 3 years before the recession, averaged at 41.3 per year. During the 6 years of recession (2009-2015), windfalls were down by almost 80%, at 9.3 per year. In the last year measured, 2016/17, we're recovering and already growing fast, at 24 per year. Including 8 recession and austerity years in the 11 year averages is GROSSLY MISLEADING.

3) PAST windfalls are also missing some developments, but we only received FOI figures 3 days before the consultation close. We need time to investigate & correct them, and present them to the inspector.

4) The FUTURE windfall allowance for 12 dwellings per year is also a gross underestimate, because it is based on several false assumptions, discussed below.

5) We ABSOLUTELY DISPUTE that redevelopment of redundant / commercial / leisure uses on Hayling Island can be ignored because it has been 'unstable'. This 'instability' is totally accounted for by the recession. It has been Hayling's BIGGEST SINGLE CATEGORY of windfall development, which occurred in 7 out of the 11 years being monitored, and is now recovering as the economy recovers. There are still huge opportunities for future conversions, especially given the increasing temptation to move to the hugely expanded and modern commercial property in Havant (new industrial estates at Solent Road, Dunsbury Park and Dell Piece, to mention just 3).

6) We DISPUTE that the supply of open land is nearly exhausted. That is clearly not the case, and we never cease to be amazed by the ingenuity of developers to find new opportunities to squeeze in new dwellings.

7) We DISPUTE that trends from recession will continue until 2036. Prices and interest in new building will continue to rise inexorably. High pressure sales techniques of the building industry will tempt many islanders currently living in poor quality, homes that were badly converted from holiday homes and too small to bring up a family. They will also attract off-islanders, who like the idea of island life. Furthermore, Hayling has a high percentage of elderly house owners who need to 'cash in' their property value to pay for their future care. All of these factors will stimulate EVEN MORE demand for garden / residential redevelopment / conversions.

8) We propose a windfall of (conservatively) at least 50 per year, i.e. 600 over the 12 year planning period.

9) We DISPUTE that all future windfall development up to 2024/25 is already counted in the planning system. The numbers were calculated before April 2018. Small scale developments can be planned, built and inhabited in one year, and many are. We are therefore missing up to SEVEN YEARS of possible windfalls. At 50 per year, that is ANOTHER 350 developments, over one third of the total housing target.

10) Even of this conservative basis, the plan's 144 total windfalls should be 950, and possibly twice that. The WHOLE OF HAYLING'S FUTURE HOUSING COMMITMENTS WOULD BE MET BY WINDFALL ALONE!

Just windfalls will put a massive strain on traffic. The additional allocations will take it way past breaking point.

Supporting spreadsheet contains the figures: 'Hayling windfall calcs.xlsx'.

Year	Residential garden land (net)	Residential redevelopment (net)	Redevelopment of redundant/commercial / leisure use (net)	Conversion (net)	Previous open space (net)	Total	Allocated Housing site in HBDWLP (net)	Percentage per year of total	Residential garden land (net)	Residential redevelopment (net)	Redevelopment of redundant/commercial/leisure use (net)	Conversion (net)	Previous open space (net)	Total	Allocated Housing site in HBDWLP (net)
2006/07	2	12	9	4	3	30	6		2%	20%	10%	7%	17%	9%	2%
2007/08	11	-2	10	7	12	38	0		12%	-3%	11%	12%	67%	12%	0%
2008/09	18	4	31	3	0	56	0		19%	7%	36%	5%	0%	18%	0%
2009/10	5	4	0	3	0	12	0		5%	7%	0%	5%	0%	4%	0%
2010/11	8	-4	3	0	0	7	0		9%	-7%	3%	0%	0%	2%	0%
2011/12	2	20	0	1	0	23	0		2%	33%	0%	2%	0%	7%	0%
2012/13	5	-4	5	10	0	16	0		5%	-7%	6%	17%	0%	5%	0%
2013/14	6	2	0	5	0	13	0		6%	3%	0%	9%	0%	4%	0%
2014/15	1	0	0	1	1	3	0		1%	0%	0%	2%	6%	1%	0%
2015/16	4	-2	16	3	0	21	52		4%	-3%	18%	5%	0%	7%	14%
2016/17	4	13	5	1	1	24	123		4%	21%	6%	2%	6%	8%	33%
2006-2017	66	43	79	38	17	243	181		71%	70%	91%	66%	94%	77%	48%
Average	6 (2.d.p)	3.91 (2.d.p)	7.18 (2.d.p)	3.45	1.55 (2.d.p)	0	'a (not windfall)								

Totals							
Pre-recession	31	14	50	14	15	124	203
Recession	27	18	8	20	1	74	0
Post-recession	35	29	29	24	2	119	174
Overall	93	61	87	58	18	317	377

Averages per year							
Pre-recession	10.3	4.7	16.7	4.7	5.0	41.3	67.7
Recession	3.4	2.3	1.0	2.5	0.1	9.3	0.0
Post-recession	4.4	3.6	3.6	3.0	0.3	14.9	21.8
Overall	11.6	7.6	10.9	7.3	2.3	39.6	47.1

Drop during recession	67%	52%	94%	46%	98%	78%	100%
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Year	Residential garden land (net)	Residential redevelopment (net)	Redevelopment of redundant/commercial/leisure use (net)	Conversion (net)	Allocated Housing site in HBDWLP (net)	Previous open space (net)	Total
2006/07	2	12	9	4	6	3	
2007/08	11	-2	10	7	0	12	
2008/09	18	4	31	3	0	0	
2009/10	5	4	0	3	0	0	
2010/11	8	-4	3	0	0	0	
2011/12	2	20	0	1	0	0	
2012/13	5	-4	5	10	0	0	
2013/14	6	2	0	5	0	0	
2014/15	1	0	0	1	0	1	
2015/16	4	-2	16	3	52	0	
2016/17	4	13	5	1	123	1	
2006-2017	66	43	79	38	181	17	
Average	6 (2.d.p)	3.91 (2.d.p)	7.18 (2.d.p)	3.45 (2.d.p)	n/a (not windfall)	1.55 (2.d.p)	
Pre-recession	31	14	50	14	6	15	
Post-recession	35	29	29	24	175	2	
Av							
Pre-recession	10.3	4.7	16.7	4.7	2.0	5.0	80.0833333
Post-recession	4.4	3.6	3.6	3.0	21.9	0.3	36.75
Overall	6.0	3.9	7.2	3.5	16.5	1.5	38.5454545

Total

Year	Residential garden land (net)	Residential redevelopment (net)	Redevelopment of redundant/commercial/leisure use (net)	Conversion (net)	Allocated Housing site in HBDWLP (net)	Previous open space (net)	Total
0	0	0	0	0	0	0	0
36 2006/07	2	12	9	4	6	3	36
38 2007/08	11	-2	10	7	0	12	38
56 2008/09	18	4	31	3	0	0	56
12 2009/10	5	4	0	3	0	0	12
7 2010/11	8	-4	3	0	0	0	7
23 2011/12	2	20	0	1	0	0	23
16 2012/13	5	-4	5	10	0	0	16
13 2013/14	6	2	0	5	0	0	13
3 2014/15	1	0	0	1	0	1	3
73 2015/16	4	-2	16	3	52	0	73
147 2016/17	4	13	5	1	123	1	147
424 2006-2017	66	43	79	38	181	17	424
Average	6 (2.d.p)	3.91 (2.d.p)	7.18 (2.d.p)	3.45 (2.d.p)	n/a (not windfall)	1.55 (2.d.p)	0
424 Pre-recession	31	14	50	14	6	15	424
294 Post-recession	35	29	29	24	175	2	294
Av	0	0	0	0	0	0	0
Pre-recession	10.3333333	4.6666667	16.6666667	4.6666667	2	5	80.0833
Post-recession	4.375	3.625	3.625	3	21.875	0.25	36.75

This spreadsheet shows more detail and revised calculations of windfall developments on Hayling  
The 'Raw' tab is from the Local Plan 2036 supporting evidence:  
RE-ISSUE - Windfall Unidentified Housing Development (Final - Word Document).pdf  
Page: 17, section 5.2

The 'True' tab is an extract of that to remove merged cells, add clarity and better averages to

Created: 18-Mar-2019:



## Planning Policy and Urban Design

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**From:** [REDACTED]  
**Sent:** 02 December 2019 18:39  
**To:** [REDACTED]  
**Cc:** [REDACTED]  
**Subject:** Windfall development and Hayling Island TA

Hello [REDACTED]

Not for the first time, I have voiced serious concerns about how HBC are accounting for and using windfall data to inform the Local Plan and the transport assessment specifically with regard to infrastructure loading.

Firstly, I would like to bring to your attention the definition of the term "Windfall Sites" from the National Planning Policy Framework (NPPF) authored by the Ministry of Housing, Communities and Local Government.

**Windfall sites:** Sites not specifically identified in the development plan

This definition is unequivocal; ie if a developer requests and subsequently acquires planning permission and the development is NOT cited in the local plan then such development is unambiguously a windfall development.

Havant Borough Council has consistently over recent years has successfully managed to obfuscate the true impact of windfall development on the borough's infrastructure through its local plans. A principal demand of any competent planning process is to ensure that any development (whether by allocation or by windfall) is properly supported by adequate and sustainable infrastructure measures as necessary, as demanded by the NPPF. How can a planning process possibly be informed of unexpected windfall development if the council a) DO NOT apply a competent and transparent windfall accounting system and/or b) choose a more convenient number of just twelve (12) windfall dwellings to support its local plan aspirations when in 2017/18 alone there were 186? The reality of current fundamentally flawed windfall accounting arrangements is to effectively double the houses built without considering the impact on infrastructure, this in my view is a dereliction of the planning process. I appreciate that predicting windfall is difficult; All you have is historical data to help predict the future but just 12 is frankly ridiculous and if this persists it will serve to bring gridlock to the island much sooner than later if current windfall management arrangements are allowed to continue.

To be clear, I am wholly dissatisfied with the council's unacceptable accounting and presentation of windfall dwelling data. I don't believe HBC's approach meets the technical requirements or even the spirit of the NPPF. The council must be able to identify exactly how many windfall dwellings and account for all of them; It must also be able to justify its figures for infrastructure provisioning. "Creative accountancy" by perhaps retrospectively converting any windfall developments into local plan allocations is unacceptable as this approach is clearly designed to create a misleading and overly optimistic view of windfall development's impact. HBC's accounting of windfall development must be transparent and it must be able to stand up to external technical scrutiny with respect to analysis over time and its impact on the infrastructure of local communities.

To summarise, I would ask you to consider the following, please

1. Ensure the council (finally) commits to properly and transparently accounting for windfall dwellings. My suggestion, in order to keep it simple and transparent, would be two categories as follows.
  1. Dwellings **WHICH ARE** allocated in local plans
  2. Dwellings **WHICH ARE NOT** allocated in local plans (windfall, see definition above)
2. I appreciate the NPPF allows HBC to say there will only be 12 windfall developments per year but this is clearly disingenuous. Armed with the data from **ALL** windfall dwellings completed over the past 10 years, HBC should speak with the inspectors and negotiate a way to include a more realistic number of windfall dwellings based on historical trends. 12 per year is wholly unacceptable especially when historical data shows over 100, maybe closer to 150, are **actually** being built and for which infrastructure loading is **not** a consideration.



3. Given, we may see **more** windfall developments than allocated dwellings until 2036 HBC needs to find a way to "manage" the situation such that the government's imposed housing targets are met and **not** doubled! Perhaps some kind of paced allocation release would be a sensible approach; provided all required infrastructure was in place BEFORE construction commences?
4. I would like your assurance that this email will be included in the information pack for the inspector's perusal. The inspector needs to understand residents' concerns about HBC's windfall accounting process. I need to know please if this is not possible.

--

Best Regards

[REDACTED]

## Planning Policy and Urban Design

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**From:** [REDACTED]  
**Sent:** 03 December 2019 13:55  
**To:** [REDACTED]  
**Cc:** [REDACTED]  
**Subject:** Hayling Island Infrastructure Review Committee feedback  
**Attachments:** 2019 12 03 - HBC - HIIRC Feedback [REDACTED].pdf

[REDACTED]

Please find attached my letter of concerns.

Kind regards

[REDACTED]

<https://redoak.co.uk>

“The only thing necessary for the triumph of evil is for good men to do nothing.” — Edmund Burke

Vincit omnia veritas



[REDACTED]  
**Planning Policy Manager  
Havant Borough Council  
Civic Centre Road  
Havant  
PO9 2AX**

3 December 2019

via email to: [REDACTED]

Dear [REDACTED]

Re: Hayling Island Infrastructure Advisory Committee

The purpose of this letter is to formally: address my concerns about the lack of published minutes from the meetings of 7 and 21 November 2019; request that the facts provided by [REDACTED] and Professor [REDACTED] in the Hayling Island Traffic Assessment Addendum be properly considered before the 2036 plan is submitted to the Inspector and that the windfall numbers identified in the draft Local Plan be corrected to reflect reality.

Please also ensure that this letter is submitted to the Inspector.

#### **Minutes of meetings of 7 and 21 November 2019**

These two Committee meetings were held in the Havant Borough Council offices during which an officer of the Council took written minutes. To help with the publication of the formal minutes, I made an audio recording of the proceedings (as I have done for previous meetings) and provided the recording to the officer within 24 hours to help the officer prepare the minutes. However, despite following up on the progress of the minute distribution to yourself and [REDACTED] no such minutes have been distributed.

Having been a councillor, I know that the Council is very efficient in minute distribution and I was accustomed in business to publishing minutes within 48 hours of meetings ending. Could I please ask that these minutes be distributed immediately as the Committee accepted version of those minutes will be an essential part of the Council's submission of the 2036 Local Plan to the Inspector.

#### **Hayling island Traffic Assessment Addendum**

Before writing this letter I took the opportunity to research Professor [REDACTED] and his Southampton University website is here:  
<https://www.southampton.ac.uk/engineering/about/staff/nbh.page#publications> where there are a significant number of his publications that demonstrate his considerable expertise that is very relevant to the Hayling Island Traffic Assessment study.

It is for this reason that I must ask that the Council: should address the issues raised in this Addendum before considering making any decision on the suitability of the Hayling

Island Traffic Assessment and that this Addendum should also be included within the package of documentation that the Council provides to the Inspector.

I would also ask that should the Council disagree with Professor [REDACTED] opinion, that the opportunity to counter the Council's rebuttal be given to [REDACTED] for Professor [REDACTED] consideration.

Having lived on the Island for 37 years, I am acutely aware of the huge increase in traffic and in particular during the peak "hour" going off the Island and so it is absolutely vital that the 3-hour smoothing be revised to no more than a 30 minute smoothing and the V/C ratio issue be properly addressed.

Please can you confirm that the Council will specifically address these points?

### **Windfall Development of Hayling Island**

Many of the Hayling Island Councillors have been DMC members, as I was, and consequently, they will have a complete understanding and be fully aware of the content of the NPPF, and the NPPF's definition of windfall developments. The NPPF is here:

[https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment\\_data/file/810197/NPPF\\_Feb\\_2019\\_revised.pdf](https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/810197/NPPF_Feb_2019_revised.pdf)

Specifically Windfall is defined on page 73 as:

**"Windfall sites:** Sites not specifically identified in the development plan."

And on page 19, the NPPF para 70 states:

"Where an allowance is to be made for windfall sites as part of anticipated supply, there should be compelling evidence that they will provide a reliable source of supply. Any allowance should be realistic having regard to the strategic housing land availability assessment, historic windfall delivery rates and expected future trends. Plans should consider the case for setting out policies to resist inappropriate development of residential gardens, for example where development would cause harm to the local area."

It is very clear to me that the proposed windfall number is unrepresentative of the true windfall on Hayling Island, and I must therefore ask that true historical windfall rates be used, supported by a clear audit trail, in the 2036 Plan.

Yours sincerely

[REDACTED]

[REDACTED]

Cc [REDACTED] Hayling Island Infrastructure Review Committee Chairman  
[REDACTED] Leader of the Council  
[REDACTED] Leader of the Save Our Island Group

**From:**  
**Sent:**  
**To:**  
**Cc:**

19 December 2019 10:56

**Subject:**

Re: Minutes of the two recent Hayling Island Infrastructure Group meetings

Good Morning

I've just read the untimely minutes of both meetings and I note with considerable disappointment a number of key omissions.

You may recall from the most recent meeting that there were several very "significant" and pertinent observations/questions from the floor with associated officer/councillor responses; these are not recorded in the minutes. For example, and I raised some very pertinent queries about windfall numbers, the accuracy of the council's windfall accounting and the subsequent use of the council's figures in the TA. I also noted that also eloquently made some very important observations worthy of inclusion in these minutes. Obviously, for transparency reasons, the inspector will have unfettered access to these minutes; The council's persistence in striving to conceal

1. the true levels of and
2. the devastating impact

of windfall development in our community is now beyond conspicuous.

I have an outstanding FOI request for the raw (not adjusted) council data. Historical information I currently have suggests that for every new dwelling cited in the local plan there will be at least one windfall dwelling - the council continues to ignore, obfuscate and be disingenuous over this particular issue and it must cease immediately. Essentially, the council is ignoring half of all development likely to happen before 2036 for the purposes of sustainable infrastructure planning - in my opinion this is unacceptable.

So, unless corrected, I will move at the next meeting that the 21/11/19 meeting minutes are incomplete and do not reflect a true and accurate record of the meeting.

I ask that the minutes are updated to include the several significant issues I allude to and perhaps to other germane issues not recorded by the scribe. I note that a full audio recording of the meeting is available for the explicit purpose of providing a verbatim record to those writing the minutes. I'm not expecting a transcript, just a record of ALL the main points raised and discussed. The inspector is unlikely to want to review all audio recordings so it is paramount that meeting minutes accurately reflect all of what was discussed.

Best Regards

**From:**  
**Sent:**  
**To:**  
**Cc:**

19 December 2019 21:47

**Subject:**

Re: Minutes of the two recent Hayling Island Infrastructure Group meetings

I support [redacted] comments below. The minutes completely misrepresent the tone and content of the meeting at several points.

Save our Island presentation, and particularly:

- [redacted] request that his full report be added to the evidence base to be put before the Inspector (which I recall was not accepted?).
- The credentials of the advisor, Professor [redacted] as a world-leading transport expert.
- The vulnerability of the A3023 to single incidents, on or off the island (which are becoming increasingly common).
- The inability to mitigate the ultimate bottleneck, the bridge.
- The exponential increase in congestion that occurs as the V-C ratio (Volume-to-Capacity) approaches 1.

There was indeed a lengthy discussion on the massively under-estimated windfall. Perhaps this was ignored as 'not relevant' to the Infrastructure Group or Traffic Assessment?

We dispute that, because the traffic modelling cannot be relied on, as it was based on windfalls of 144 homes up to 2036 that is probably understated by 6 to 12 times.

[redacted] for NEHRA: *'In their opinion the biggest cause of delays were cyclists'*. He specifically asked why cyclists could not be given alternatives to the road, for example by widening pavements, with a specific reference to the road up to the Yew Tree Inn.

Best regards

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[redacted] Hayling Island, UK, [redacted]  
Cycling UK local campaigner [CyclingUK.org](http://CyclingUK.org)  
Cycle Hayling [CycleHayling.org.uk](http://CycleHayling.org.uk)  
Sustrans local ranger [Sustrans.org.uk](http://Sustrans.org.uk)

I've just read the untimely minutes of both meetings and I note with considerable disappointment a number of key omissions.

You may recall from the most recent meeting that there were several very "significant" and pertinent observations/questions from the floor with associated officer/councillor responses; these are not recorded in the minutes. For example, [REDACTED] and I raised some very pertinent queries about windfall numbers, the accuracy of the council's windfall accounting and the subsequent use of the council's figures in the TA. I also noted that [REDACTED] also eloquently made some very important observations worthy of inclusion in these minutes.

Obviously, for transparency reasons, the inspector will have unfettered access to these minutes; The council's persistence in striving to conceal

1. the true levels of and
2. the devastating impact

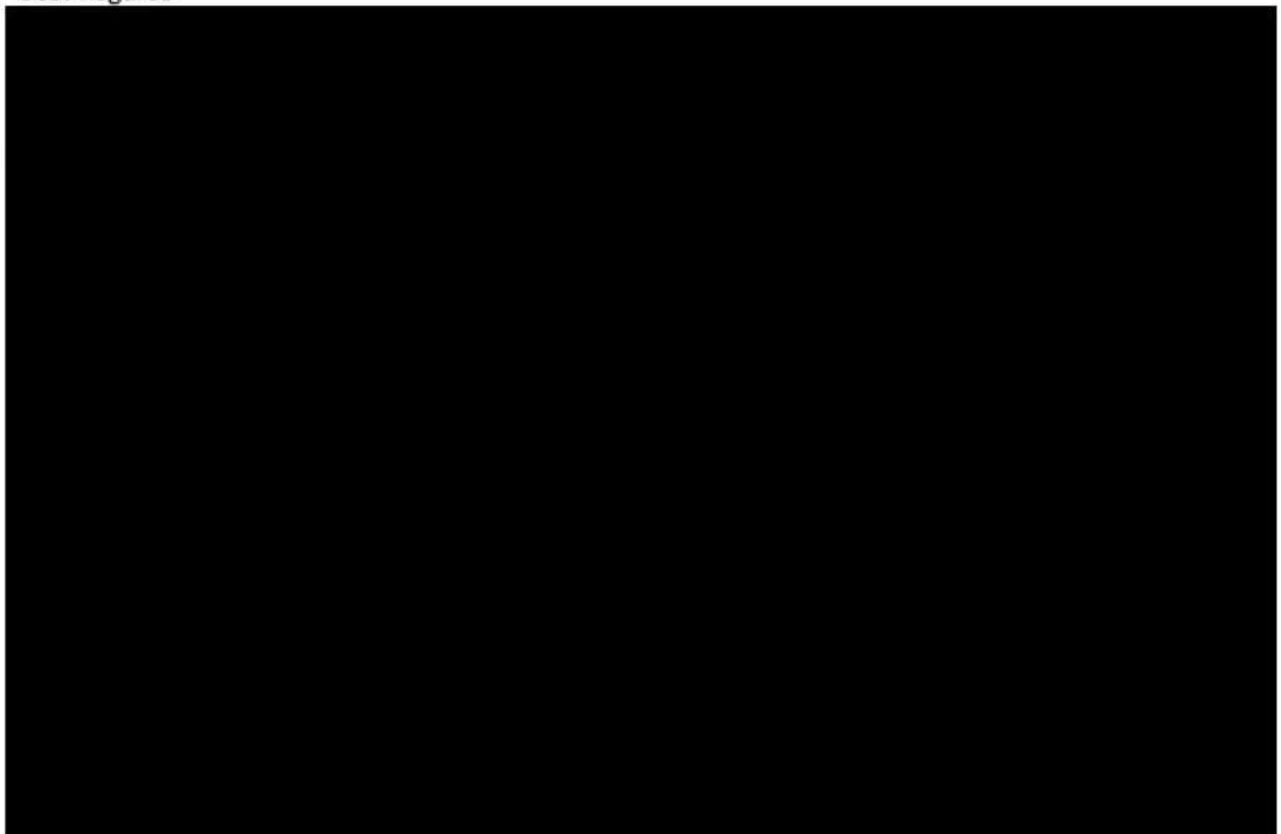
of windfall development in our community is now beyond conspicuous.

I have an outstanding FOI request for the raw (not adjusted) council data. Historical information I currently have suggests that for every new dwelling cited in the local plan there will be at least one windfall dwelling - the council continues to ignore, obfuscate and be disingenuous over this particular issue and it must cease immediately. Essentially, the council is ignoring half of all development likely to happen before 2036 for the purposes of sustainable infrastructure planning - in my opinion this is unacceptable.

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Best Regards



**From:**  
**Sent:**  
**To:**  
**Cc:**

20 December 2019 20:04

**Subject:**

Re: Minutes of the two recent Hayling Island Infrastructure Group meetings

Dear

I am very disappointed. After believing that many people - Councillors and Hayling Island Infrastructure Advisory Group (HIIAG) members alike, appeared to be moving forward in agreeing and understanding of the key issues, highly pertinent responses given during the meeting, including my own, have NOT been included in these minutes. This is not good enough.

From my perspective these relate to:

- the fundamentally flawed parameters for the data re population numbers, windfall, timeliness of the data collection and relevance;
- the inaccurate generalisation about slow moving traffic compared to stationary cars and air pollution;
- the subjective assumptions about improving safety due to slower moving traffic;
- the laughable idea that drivers and road users on Hayling can change their behaviours to ensure better flow of traffic ( relating to presentation)
- the conflicting and unsound ideas about the future use of the Hayling Billy Trail for emergency access when flooding issues and pot-holes haven't even been addressed
- stressing how important it is that conclusions are evidenced based and not built from intangible subjectivity.

Agreeing with the points raised by HIIAG members, several key Councillors were continually questioning and voicing their dissatisfaction about quality of the data used. Where is this in the minutes?

certainly demanded a more thorough investigation into the housing figures and referred to the fact that this has been brought up before. I explained that the housing figures had been given in FOI did not include for example the 76 new houses in The Oysters development (which ever category this falls into ie windfall or not) therefore the basic housing data that had been used is inaccurate and this could easily have affected in the parameters for the TA, unless it could be proved otherwise.

promised to look into housing figures straight away stating he would look at the Council Tax data and you needed 'prompting' by on the detail about the windfall figure of 12 used for the draft local plan and no doubt the parameters for the Traffic Assessment.

I would ask that any omissions to the minutes are included in the paper work or a script of the actual recording is made and sent to the Inspector.

I agree with all the issues raised in very carefully structured and well founded presentation addressed properly.

Yours sincerely



**From:**  
**Sent:**  
**To:**

03 January 2020 16:07



**Subject:** Re: Minutes of the two recent Hayling Island Infrastructure Group meetings



Thank you for minuting one recommendation from my presentation ie the need to prioritise the dispersal of A3023 traffic from the Langstone roundabout as part of the Traffic Assessment — there were 15 recommendations all of which need implementing.

I made some other recommendations which you have not recorded in the minutes but which are relevant to Hayling Island Infrastructure and HBC's Local Plan. .

- Renegotiate Havant's housing quota from 11,500 to 6,900 in line with the National Average

- Re-visit the NPPF strategy which inappropriately places the National Housing Crisis responsibility on Local Authorities where it does not belong,

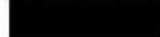
- Build purpose built 21st Century pedestrian towns to minimise vehicular travel, where it is possible to plan the delivery of infrastructure and housing together. Plan appropriate strategies for a climate crisis world.

- Recognise the capacity limitation of the A3023 single lane carriageway which no amount of mitigation can alter.

- Recognise that urban sprawl exacerbates the strain on every aspect of infrastructure. There is no amount of mitigation which can compensate for the amenity and environmental loss of building 2,000 additional units on the 7000 unit base on Hayling Island where the entire infrastructure is already under severe strain .

These recommendations require the MP and the Council to work effectively for the community and by influencing Government.

Kind regards



[REDACTED]

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**From:** [REDACTED]  
**Sent:** 08 January 2020 17:40  
**To:** [REDACTED]  
**Cc:** [REDACTED]  
**Subject:** HIIAG MEETING MINUTES 21 NOV 2019 - TA ADDEBDYN RESPONSE FROM SAVE OUR ISLAND  
**Attachments:** Meeting Minutes - Hayling Island Infrastructure Advisory Group 21-11-2019 as amended by [REDACTED] 8.1.20.docx

Dear [REDACTED]

The minutes of the above meeting should accurately record the key items/issues and actions agreed. There are some key items which need to be added to satisfy this requirement.

I am concerned that we make these corrections as these minutes may at some point constitute a legal document.

My requirements are added in **red type** in the attached document.

Also, as the minutes also reference my report, it should be included as an Appendix to the minutes. It would also help to add the Langstone presentation in the same way.

These are relatively simple changes and should clarify the key issues raised.

Please let me know if my suggestions are acceptable.

Thanks and regards,

[REDACTED]  
Save Our Island

Sent from [Mail](#) for Windows 10