

Reasons for Call In:

I would like to formally call in the decision regarding the Transport Assessment Addendum January 2020. As is required I am supported by the following colleagues

Issy Scott
Joanne Thomas
Rosy Raines
Richard Kennett
Gary Robinson

There are a lot of reasons for this call in however the primary reasons are detailed below. If you require any further information to support this call in please let me know as soon as possible. I have deliberately kept this relatively brief.

Yours sincerely

Clare Satchwell

HAYLING ISLAND TRANSPORT ASSESMENT - Addendum January 2020

There is no doubt that Hayling Island with a single road on poses many transport challenges. Whilst it is clear that a lot of work has been carried out and a lot of officer time invested there are still many questions that require confirmation, clarification or potentially review.

There is also some confusion about what the adoption of this addendum could mean within the Local Plan process and I believe that it is essential that this is clear and understood. Does this addendum mean that no development on Hayling Island should be allowed until examination in public by the inspector? In the minutes of the Infrastructure group it confirms that the (it is noted that their concerns and issues raised will be passed to the inspector).

We as a council have one chance to get things right. If further development is permitted, we must be sure that the transport infrastructure is not only viable & possible but that it has a clear robust realistic plan for funding. The addendum identifies a funding requirement of £10,643,000 for phase one. We have been informed for example that the proposed scheme for The Land North of Sinah Lane proposes a developer contribution of £700,000. This in relative terms is a small contribution to the phase one mitigation package particularly as this site represents nearly 20% of total proposed housing on Hayling Island in the Draft Havant Borough Local Plan 2036. There are lots of possible funding sources identified but none confirmed. Why therefore is there not some kind of clear requirement that no housing may be built until the funding for phase one is complete and the mitigation measures are commenced.

I also note that the document was complete on 29th January 2020 but not released until 20th February. Valuable time was lost which would have potentially given enough time for Scrutiny before potential adoption. It could have also been introduced at cabinet in some way, it was not. An addendum on such a contentious issue should have to stand up to scrutiny.

Since the introduction of the original transport assessment residents' groups have been asking for end to end journeys (to and from the A27 roundabout) to be considered however,

this does not appear to have been included. We would like to know what additional work was considered and then discounted or not seen as relevant.

It has not been possible for the council to present the capacity of the single lane A3023. Why is this? Surely with agreed caveats given the amount of money spent this should be possible. The bridge is the only vehicular way on and off the island and there for surely, we must know what capacity is? If we do not or cannot determine this, how can we therefore determine that we **do** have capacity?

In the addendum the Hayling Billy Line is identified (incorrectly as Chapter 6 but it is actually Chapter 7) as not only a route that could be developed for cyclists but one that could be suitable in emergencies. There is no plan to protect this shoreline from erosion or flooding. The area is unlit and therefore significant additional work may be required to understand if it can contribute towards mitigation.

The proposed amendment to the Hayling Transport assessment is not coupled with the amendment for the mainland. I believe that the two should go hand in hand to ensure we understand them together.

Housing developments should not be progressed which will be impacted by the current 1.4 mtrs projections flood projections. Flood risk brings into question the sustainability of Hayling Island development generally. From a transport perspective some of the areas related to mitigation are affected by flooding.

The Addendum seems to be restricted primarily just to the junction and friction items, how was this decided and what solutions (other than those in the original transport assessment) were considered and not included.

HBC documents show that the population of Hayling increases by 20-25% during the summer months yet the transport assessment and the attendant microsimulation does not consider this fact. HBC has not considered the cumulative effects of both Local Plan developments and windfall developments together (or has not included it in published documents).

Hayling Island has changed considerably since the 2011 census baselines the TA uses; after all, it is only a few months to the next census. Whilst I appreciate the use of census data is the norm; databases maintained by HBC will be able to demonstrate a more accurate level of population and therefore transport infrastructure loading. The use of 2011 census data that informs the TA is at best inaccurate and worst deceptive These data sources would include approved planning applications, Council tax registrations and the electoral register.