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Hayling Island Transport (EiP) December 2021

Technical Note: Response to Inspectors Findings

1.0 THE EXAMNINATION IN PUBLIC (EIP) – INTERIM FINDINGS

1.1. Earlier this year, Havant Borough Council undertook their Examination in Public with regard to the Havant Local Plan 2037. Following the hearings in summer 2021, the Inspectors have written to Havant Borough Council with their interim findings (see paras 3 - 10).

1.2. The interim findings suggest that it is necessary to carry out further transport modelling work on the Hayling Island Transport Assessment (HITA) and Addendum (HITAA) to address the issues raised by the Inspectors. In particular, for tourist periods and weekends the Council wishes to address the following questions:

- Whether the development proposed in the plan would lead to unacceptable impacts on highway safety?
- Whether the development proposed in the plan would lead to residual cumulative impacts on the road network that would be severe?
- Whether the transport mitigation proposed in the plan for Hayling Island would mitigate the impact of the development in the plan during times of peak tourist traffic?

1.3. In order to adequately address and answer these questions, it is considered appropriate to use the Systra Paramics corridor model to understand the likely impact of the Local Plan development traffic on the existing Hayling Island road network.

1.4. It is worth noting that at this stage that the Inspectors findings did not question the methodology of the HITA and HITAA to assess the impact of Local Plan development on a neutral weekday, more that additional evidence was required to understand the implications of Local Plan development traffic during tourist traffic conditions.

1.5. On that basis, it is proposed to select a suitable weekday and weekend date within the busiest known tourist peaks, considered to be towards the end of August to carry out a similar assessment compared to the neutral peak hour assessments contained with the HITA and HITAA.

2.0 PROPOSED METHODOLOGY

2.1. The proposed transport modelling will be consistent with the approach undertaken previously but we consider it important to engage with local residents and the statutory consultees to agree the selected days and times prior to the additional modelling scenarios being run.

2.2. Traffic modelling will again be undertaken at two levels to evaluate the current and future traffic and transport network on or connecting to Hayling Island. This includes the Hampshire County Council Sub Regional Transport Model (SRTM) in order to provide an overall strategic assessment of the performance of the future year network. At this stage it is considered that this has already been undertaken for the Local Plan future year but a sense check will need to be undertaken to

understand the different travel patterns that occur during August compared to a neutral month. The results of the strategic analysis are used to inform the more detailed assessment.

2.3. The second layer of the assessment involved analysis using a specific micro simulation model, using Paramics software, for the Hayling Island highway and transport network. This detailed model takes into account the individual geometric characteristics of a particular link and associated junctions. It is therefore considered an industry recognised appropriate tool for assessing forecast congestion and testing potential mitigation measures resulting from proposed development. This was used as part of the HITA and HITAA and is considered appropriate to undertake a similar assessment based on the same corridor and specific characteristics created previously.

2.4. However, careful consideration needs to be given to the input of appropriate data. It is widely accepted that robust and reliable traffic modelling depends on good data input – which is discussed further in Section 3.

3.0 TRAFFIC DATA AVAILABILITY

3.1. In order to inform the HITA and HITAA, a number of various data sources were collated to inform the Model set up, which included:

- Previously collected classified junction counts:
    - A3023 Havant Rd/ Technology Park – Tuesday 27/06/2017;
    - A3023 Havant Rd/ Northney Rd – Monday 19/06/2017;
    - A3023 Havant Rd/ West Lane – Monday 19/06/2017;
    - A3023 Havant Rd/ Copse Lane – Wednesday 28/06/2017;
    - A3023 Havant Rd/ Yew Tree Rd - Wednesday 28/06/2017; and
    - A3023 Havant Rd/Mill Rythe Roundabout – Thursday 29/06/2017.
- Classified Automatic Traffic Counts (ATC). (June 2017).
- Bluetooth journey time surveys. Two routes undertaken over 4 weeks (1st June and 7th-20th August 2017). Importantly, this traffic data was collected to provide existing journey times, to and from Hayling Island.
- Traffic signal timings for applicable junctions; and
- Data from the SRTM (Solent Transport's Sub-Regional Transport Model).

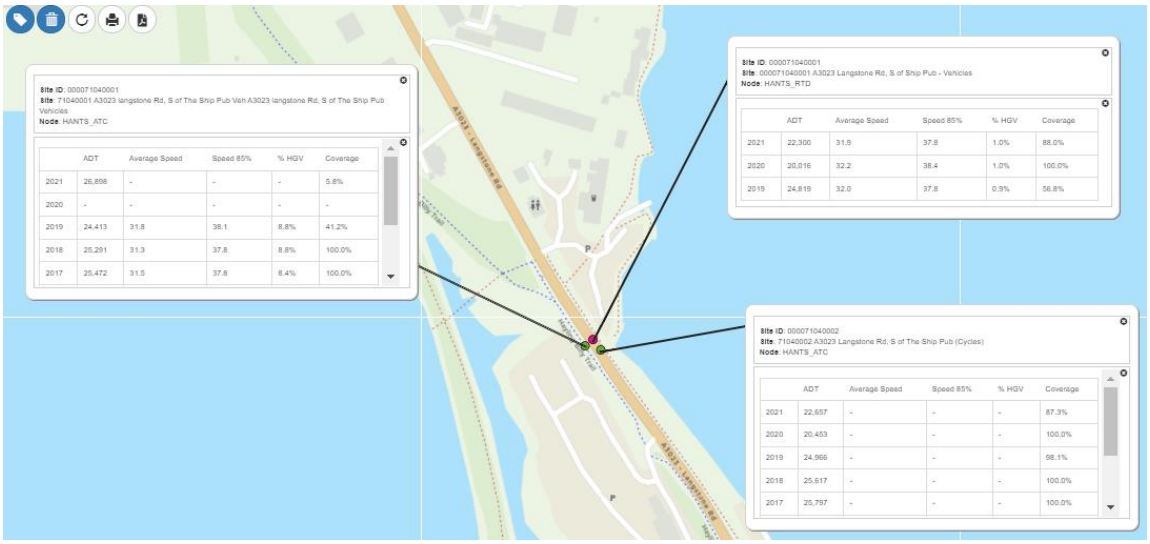
3.2. Appropriately for this work, there is a Permanent counter at The Ship Inn – Havant which provides regularly updates of traffic data to Hampshire County Councils database. The location of the permanent counter is shown in Figure 1 below and is sited on the A3023 Langstone Road.

3.3. The counter includes every day within August 2021 and provides a two-way count for all vehicles using the A3023 and an indication of the peak periods.

3.4. The results suggest that Wednesday throughout August (2021) is consistently the busiest day on the local network with 12 hour (07:00-19:00) traffic flows ranging between 23,169 and 25,803

vehicles. The AM Peak period has been recorded between 10:00 and 11:00 with the PM Peak being recorded between 17:00 and 18:00.

Figure 1 – Location of Ship Inn Counter (pink dot)



3.5. In terms of weekends, the busiest time on the network is considered to be the August Bank Holiday weekend (28/08-30/08). 12 hour vehicle flows fluctuate between 20,116 and 21,117 vehicles with the higher volume recorded on the Bank Holiday Monday.

3.6. Havant Borough Council are currently liaising with Hampshire County Council regarding the availability of any August 2021 Bluetooth journey time data to supplement the permanent counter. If this remains unavailable then we will consider applying an appropriate factor based on the 2017 and 2021 observed traffic volume flows to understand whether a significant increase in background traffic has occurred.

3.7. For the purposes of this further evidence base, the average traffic flows will be taken from the last two Wednesdays in August 2021, while the data from Saturday 28 August 2021 will be used to understand the weekend tourist season impact.

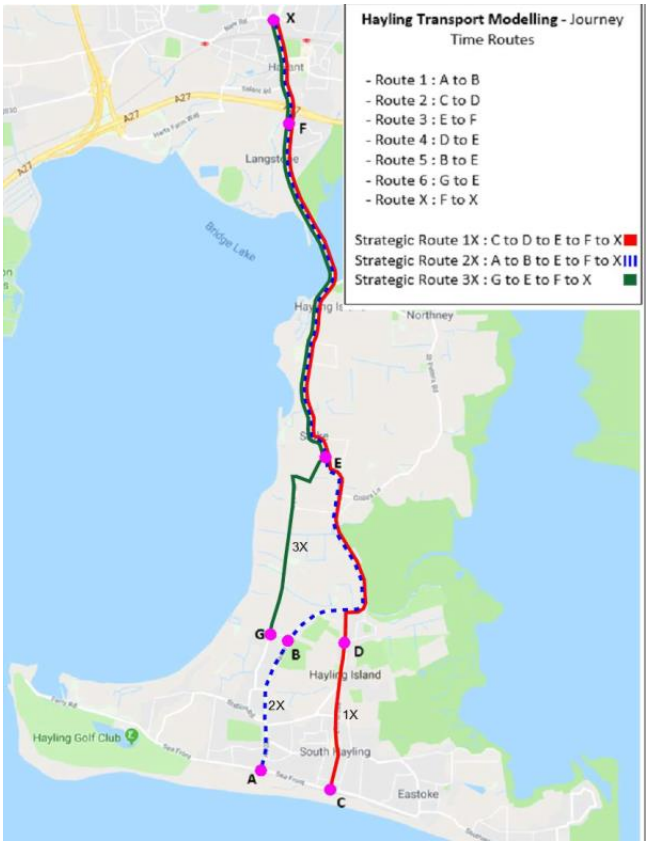
4.0 FUTURE YEAR SCENARIOS

4.1. In order to understand the impacts of the future modelling it is again suggested that the Strategic Routes Journey Times will be assessed. These routes are shown below in Figure 2:

4.2. It is considered sensible to test the following scenarios:

- 2036 Baseline (existing network with committed development and background growth added);
- 2036 Do Minimum (baseline plus Local Plan development);
- 2036 Do Something (Do Minimum plus a combination of mitigation measures).

Figure 2 – Journey time routes 1-6 and X, and strategic journey time routes 1X, 2X and 3X.



4.3. The proposed Trip Rates shall be in accordance with the previously agreed trip rates used within the HITA and HITAA. This is considered appropriate for the weekday data set and discussions are being had with TRICS regarding appropriate trip rates for Saturday residential traffic as the profile and peak times are likely to differ compared with the weekday.

4.4. Mitigation measures will again remain consistent with what has shown to provide journey time benefits for the neutral weekday and as contained within the HITAA. It is recognised that due to differing travel patterns that modifications to the mitigation, and in particular the intelligent transport systems (such as interactive traffic signals) would be required to help improve journey times.

4.5. While it is acknowledged that there is substantial existing congestion during the peak seasonal times on Hayling Island, it is important to remember that the additional evidence is focussed on understanding and presenting the impact of the proposed Local Plan traffic on the existing and future network based on seasonal baseline traffic flows.

4.6. While the residential traffic movements will generally have opposite tidal travel movements (in terms of arrivals and departures) compared with typical tourist and day visitor traffic movements, the impact on journey times along the strategic routes, with and without the existing package of proposed mitigation, will be presented to the Inspectors. Should the existing mitigation package prove to be insufficient, changes to the mitigation package will be explored.