

[REDACTED]

From:
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Hi,

We are:

[REDACTED]

and we are submitting further comments regarding APP/21/01351 with particular reference to the document "Travel Plan" dated October 2022 submitted by Hayling Island Builders.

Rail and Maritime Services:

Regarding the Hayling Ferry the document (3.13) states that this is 2.5 kilometres from the proposed new development. This is clearly a crow flies measurement and is of no practical value whatsoever. To travel to the Ferry by road is just under 3 miles, a little less by bicycle or foot via the Billy Trail.

Some brave soul might attempt to walk along the Langstone Harbour inner coast (no path) which can only be achieved at very low tide and is fraught with dangers due to the many inlets approaching Sinah, projecting boat jetties and very uneven ground.

No mention is made in the document that the Hayling Ferry is not served by any bus service on either side of the harbour which limits its use as a practical means to travel to and from Portsmouth.

The Ferry is for foot passengers and cyclists. There is no car ferry.

Regarding Rail links. The Hayling buses do not stop at Havant railway station as stated in the document (3.11) but terminate at Havant Bus Station an approximate seven minute walk to the railway station. There is no direct transport link between the Hayling bus and the railway at Havant.

Public Bus Services:

Both the Hayling bus services are operated by the same bus company, Stagecoach and terminate at Havant Bus Station where passengers requiring onward travel to other locations can catch other buses. However the other services are shared between a number of other bus companies so separate tickets have to be purchased which can make traveling from Hayling extremely expensive. There are no inclusive day or weekly tickets available to passengers covering buses operated by different companies, a Stagecoach day ticket purchased on the bus in Hayling will only cover other Stagecoach services.

Walking and Cycling:

The Hayling Billy Trail is often seen as the panacea of a green transport route. This is far from correct.

The trail is an all purpose leisure trail managed by Hampshire County Council rangers. It is used by walkers, dog walkers, cyclists (mainly riding all terrain bicycles) and horse riders. Dogs are permitted off lead.

It is far from ideal as a transport route. The service is uneven and extremely bumpy. It is also prone to regular flooding and coastal erosion.

It is totally unsuitable for cyclists riding normal road bicycles. Indeed it would not be unusual to see a cyclist stopped to fix a puncture or slipped chain.

The trail is totally unlit and due to the mix usage can be hazardous particularly on weekends when there are many users (best to keep dogs on the lead then). After dark the trail should be considered an unsafe route.

The cyclists who use this route are mainly hobbyists and leisure cyclists not commuters.

Car Travel

The car is the essential form of transport for residents of Hayling Island. It is the quickest and most efficient method of transport to the surrounding areas, like Portsmouth, Waterlooville, Chichester, Emsworth etc. Without a car travelling off of the island to anywhere other than Havant town centre becomes difficult and often impractical.

As an example, [REDACTED] lives on the Anchorage Park estate in Portsmouth. By bus the journey time is over 1 and a half hours but by car it is 17 minutes.

There is minimal employment on the Island and no full time adult education. The local colleges are in North Havant, Crookhorn and Portsmouth (Hayling College being a secondary school).

Therefore most workers travel off the island for their employment. This will involve using the A27 or crossing it at the Langstone roundabout. Travel through the Langstone Technology Park is blocked so for workers who work in the Southmoor Road or Penner Road areas travel is by Solent Road by Tesco's Superstore. The whole of Havant becomes a gridlocked bottle neck during rush hour with major impacts on traffic flowing off and onto the A27.

More housing on Hayling will have a detrimental impact on the A27 and Havant town centre as the additional residents will mainly need to travel off of the island for work or studying.

Most local traffic from West Hayling use West Lane when leaving or returning to the island, as do many day trippers. Thus avoiding the Church Road roundabout (school and Lidl). This can reduce journey times by 5 minutes. However, north of Saltmarsh Lane, West Lane is narrow, bendy, uneven and unlit. It also floods every time there is heavy rain, mainly run off from the adjacent fields and suffers from pot holes throughout its length.

There are many minor traffic incidents on this road, particularly bashed wing mirrors and scratches from the hedges. Vehicles tend to drive in the middle of the road to avoid scratches against the overhanging hedgerows and this results in the wing mirrors bashing as cars pass each other. Too wide vehicles also use the road and this "pushes" oncoming cars towards the hedge. Road signs are hidden in the hedging and are frequently hit by high sided vehicles and the hedge trimmer vehicle. This turns the sign sideways where they become unreadable, unfortunately they are left like that.

This road can be very dangerous and sadly there have been 3 fatalities in the last 12 years. The road could be considered outdated and would benefit from some straightening and perhaps traffic calming.

Traffic travelling south along West Lane often fail to reduce their speed when entering the residential area where the limit changes from 40 mph to 30 mph.

Further house building will increase traffic on this road.

Saltmarsh Lane junction with West Lane:

We see that the document includes wide angle lense photos of this junction. These give a false perspective of this very narrow junction with blind spots on both sides. We have previously provided comments regarding this junction. We can only summise that the wide angle photos are provided in an attempt to mislead and would suggest that a site visit by a council officer would provide an opportunity to compare the junction with those junctions joining West Lane further south.

Yet another inaccuracy is the speed limit in West Lane at the junction is 30 mph not 40 mph as stated. The junction sits in the residential part of the road.

Parking for new development:

There is a mistaken belief by Havant Borough Council that by restricting residential parking this will in turn reduce car ownership. The reality is that people continue to have a car but become more creative as to where to park them.

An example of this is that one of our neighbours have 6 adults in the household and each adult has one car. There is only room for 3 cars on their drive so the other 3 are parked in the road outside other houses.

In Waterlooile some residents on the new Berewood estate have become more creative with their parking, removing the decorative bushes planted outside their house by the developer and creating an extra (albeit muddy) parking bay. Another resident has gone further and dug up the grass verge and replaced it with bark so he can park an additional car. There is inadequate parking for the residents and often none for their visitors.

Locally, Anchorage Park, Portsmouth is another prime example of inadequate parking built into a housing estate.

Parking disputes between neighbours can have serious consequences as was seen in the west country a couple of years ago, incidents that resulted in deaths. It is essential that all new developments have adequate parking for all residents plus their visitors and other vehicle users.

The current harsh reality is that people will never stop owning cars.

Overall this document is full of inaccuracies and should be fully scrutinised by the Planning Department. It is hard to believe that it has been written by professionals.

Perhaps its intentionally intends to mislead. The non-existing bus stop at Havant railway station suggesting an integrated transport system; the incorrect distance of 2.5 km from the development to the Hayling Ferry suggesting a convenient short link to Portsmouth; the wide angle lens photos of the road junction suggesting a non-problematic access between Saltmarsh Lane and West Lane; the incorrect speed limit of 40 mph quoted for West Lane suggesting that the access is outside of the residential area.

You may be able to find even more inaccuracies. We recommend you reject this Travel Plan.

Thank you.

End