



Environmental Statement

CHAPTER 13 – Traffic and Access

Langstone FCERM Scheme

January 2026

Langstone FCERM Scheme Environmental Statement

Chapter 13

Traffic and Access

Contents

13.	Traffic and Access	13-1
13.1	Introduction.....	13-1
13.2	Key Legislation, Policy and Guidance Considerations	13-1
13.3	Methodology and Approach to EIA	13-1
13.3.1	Establishing the baseline	13-5
13.4	Baseline Conditions	13-6
13.4.1	Traffic	13-6
13.4.2	Access.....	13-9
13.4.3	Accidents and Safety	13-10
13.4.4	Key receptors	13-10
13.5	Identification of Effect Pathways	13-12
13.6	Potential Impacts During Construction.....	13-14
13.6.1	Changes in the route, volume, composition or speed of traffic during construction 13-14	
13.6.2	Changes in road safety (construction)	13-17
13.6.3	Reduced accessibility (construction).....	13-17
13.7	Potential Impacts During Operation	13-19
13.7.1	Changes in accessibility (operation)	13-19
13.8	Cumulative Effects.....	13-21
13.9	Conclusions.....	13-24
13.10	References	13-26

Figures

Figure 13-1 Public Rights of Way, Bridleways and cycle routes in the scheme vicinity.	13-11
Figure 13-2 Proposed Access Routes.	13-14
Figure 13-3 Closures to footpaths/cycleways and diversions during construction of works.....	13-19
Figure 13-4: Proposed new access point and the new arrangement of the pedestrian island	13-20

Tables

Table 13.1: Road sensitivity criteria.	13-2
Table 13.2: Magnitude of impact criteria.	13-3
Table 13.3: Significance of impacts.	13-5
Table 13.4: Annual Average Daily Count for A3023.	13-7
Table 13.5: Casualty severity 2019-2023.	13-10
Table 13.6: Summary of EIA Scoping for Traffic and Access potential impact pathways.	13-12
Table 13.7: Estimated HGV movements.	13-15
Table 13.8: Assessment of potential cumulative effects on Traffic and Access.	13-21
Table 13.9: Overview of potential Impacts, necessary mitigation and residual impacts.	13-24

13. Traffic and Access

13.1 Introduction

This section describes the baseline conditions and provides an impact assessment of the proposed scheme on Traffic and Access. The impact assessment also details necessary mitigation and residual impacts to demonstrate the environmental acceptability of the scheme.

The study area for traffic and access encompasses Langstone as well key access routes adjacent to the proposed works including Hayling Island, the A27 and Havant.

13.2 Key Legislation, Policy and Guidance Considerations

This section provides a brief overview of local policies relevant to amenity, recreation and socioeconomics. Key national legislation relevant to the scheme is covered in **Chapter 6 Legislative Framework** of this ES.

- **Traffic Management Act 2004** - The key legislation placing the duty on local traffic authorities to secure the flow of traffic both on their own network and that of other authorities. This Act also enables local traffic authorities to dictate times when works are carried out to minimise disruption.
- **Local Transport Plan** - Hampshire is currently developing a new Local Transport Plan (LTP4) which forms the primary transport policy for the County Council to 2050.¹
- **The Highways Act 1980** - covers the management and operation of the road network in England and Wales, including the provision and maintenance of highways, streets and bridges.

Havant Borough Core Strategy 2011 sets out the following policies relating to Traffic and Access:

- Policy CS2 (Traffic and Access Strategy) states that development will only be granted for reasons including if it:
 - Makes effective use of existing transport infrastructure and does not increase congestion.
 - Provides transport management measures to enable the road network to operate safely and efficiently; and
 - Is accessible by a range of transport modes with a particular focus on active travel.

13.3 Methodology and Approach to EIA

The methodology used in this assessment is informed by guidance within the IEMA document 'Guidelines for the Environmental assessment of Road Traffic' (GEART) and Part 8/9 of the Design Manual for Roads and Bridges: Volume 11.

¹ <https://www.hants.gov.uk/transport/localtransportplan>

Considering this guidance, a precautionary methodology is used for this assessment. The significance of a predicted impact is based on both the sensitivity of the road or receptor and the magnitude of the impact. The criteria used to define road sensitivity and impact magnitude are set out in **Table 133.1** and **Table 133.2**. A matrix combining these factors to determine the resultant significance of impact is shown at **Table 13.3**.

Table 133.1: Road sensitivity criteria.

Sensitivity	Criteria
High	<u>Roads:</u> Highly sensitive areas include roads that run past schools, nursing homes, parks and hospitals. Normally low traffic levels with few delays. <u>Motorists:</u> Emergency or essential services vehicles, school transport. <u>Pedestrians and cyclists:</u> High sensitivity groups, including children and the elderly. High levels of pedestrians. No cycle facilities separated from the road. Few or no pedestrian or other controlled crossings. <u>Residents:</u> High levels of children or elderly residents, quiet local streets with low traffic flows. Residential streets or housing estates with high levels of children playing or play facilities nearby. Quiet, rural areas with low levels of background road traffic and related noise. High numbers of residents at home during the day. <u>Leisure users:</u> Users of well-maintained and mapped Public Rights of Way with high usage rates. Users of designated leisure facilities, such as football pitches, golf courses, outdoor sports facilities close to the works.
Medium	<u>Roads:</u> Areas include residential areas, town centres and rural roads in which traffic flows are moderate. <u>Motorists:</u> Moderate traffic flows with moderate risk of driver stress and delays. <u>Pedestrians and cyclists:</u> Moderate numbers of children or elderly users, some cycle routes segregated from the road. <u>Residents:</u> Urban and suburban streets with moderate traffic volumes, few children playing in the street and few play facilities. Moderate levels of traffic noise and nuisance. Some households at home during the day. <u>Leisure users:</u> Footpaths that have moderate flows of recreation users but are not known as being the major routes within an area. Users of nearby sports facilities.
Low	<u>Roads:</u>

Sensitivity	Criteria
	Motorways, A roads and busy main roads are low in sensitivity as they have capacity to accommodate additional vehicles and pedestrian safety measures are already high. <u>Motorists:</u> Traffic flows are high, and delays can be frequent. <u>Pedestrians and cyclists:</u> Low numbers of sensitive users, most or all of cycle network segregated from the road. Adequate numbers of pedestrian and other controlled crossings. <u>Residents:</u> City residential areas with already high traffic flows, houses mostly empty during the day, no children playing in the street. <u>Leisure users:</u> Users of footpaths that are poorly maintained and have low pedestrian flows. Users of indoor sports facilities in any location or outdoor facilities well away from the road network.

Table 133.2: Magnitude of impact criteria.

Magnitude	Criteria
High	<u>Roads:</u> Changes in traffic will result in a major shift away from the baseline conditions, particularly through levels of HGV traffic and abnormal loads. The levels of HGVs travelling on local roads will increase by over 30%. Changes in traffic may cause a decrease in the quality of the road and increase levels of dirt and debris. <u>Motorists:</u> Long delays increase driver stress and road surfaces deteriorate to a sufficient degree to cause damage to vehicles. <u>Pedestrians and cyclists:</u> Permanent construction or related activities on or close to the network will result in long term disruption. Long term closure of links or impacts to the surface, surroundings or views. <u>Residents:</u> Heavy and prolonged site traffic causes a nuisance through vibration, increased dust and dirt levels in the area and on the streets. Site traffic disrupts local network leading to long diversions to both motorised and non-motorised traffic or severance between communities or areas. Large volumes of HGV traffic cause damage to road or other surfaces or buildings. Long term and dramatic reduction in air quality due to site traffic. Long term or permanent loss of views. <u>Leisure users:</u> Long term or permanent loss of leisure facilities. Impact of site traffic (noise, dust, vibration etc.) means users no longer wish to use facilities. Long term or permanent loss of views
Medium	<u>Roads:</u> A measurable increase in traffic, particularly HGVs.

Magnitude	Criteria
	The levels of HGVs would increase by 10%. Construction traffic will have a moderate impact on the quality of the road. <u>Motorists:</u> Moderate delays leading to increased driver stress. <u>Pedestrians and cyclists:</u> Works result in a measurable disruption to the network through diversions and delays. Measurable deterioration in air quality and moderate nuisance caused by increased dust, noise and vibration levels. Intermittent and short-term loss of views. <u>Residents:</u> Measurable increase in noise, dust and vibration levels. Intermittent or short-term loss of views or amenity. Temporary and short-term disruption to local network. Increased traffic flows, leading to deterioration in air quality. <u>Leisure users:</u> Short term or temporary loss of facilities, reduction in desirability of facilities through increased noise, dust and vibration. Short term or intermittent loss of views.
Low	<u>Roads:</u> Minor and temporary increases in road traffic. <u>Motorists:</u> Short delays lead to slight or no increase in driver stress. <u>Pedestrians and cyclists:</u> Intermittent, short term and minor changes to local network. Short delays to journeys, slight deterioration in air quality and slight increase in dust, noise and vibration levels. <u>Residents:</u> Slight increase in dust and dirt that is controlled by the Contractor. Little or no loss of views, slight increase in noise and vibration. Intermittent loss of local network links, traffic operates at restricted times. <u>Leisure users:</u> Slight increase in dust and dirt levels, little or no increase in noise and vibration levels, little or no reduction in air quality. No impact on views.
Negligible	<u>Roads:</u> Very slight increases in construction traffic such that no discernible effect upon local traffic is expected. <u>Motorists:</u> No delays or impact in road quality will be caused. <u>Pedestrians and cyclists:</u> The works are located away from the network and any changes will be small and temporary. <u>Residents:</u> Traffic operates at restricted times and is managed to cause little or no increase in noise, dust, vibration and pollutant levels. All interfaces between site and local traffic properly managed to minimise risk of accidents. <u>Leisure users:</u> No noticeable impact.
Beneficial	<u>Roads:</u>

Magnitude	Criteria
	The scheme will have a beneficial impact on the road network through reduction in delays and improvement in road quality. <u>Motorists:</u> Road condition is improved, and journey times reduced. <u>Pedestrians, cyclists and leisure users:</u> The works will result in an improvement to the network through increasing the number of routes, improving access or improving the surface and surroundings of the route and increasing the amenity value of the site. <u>Residents:</u> Local network is improved or enhanced, long term improvements to amenity value, views and safety.

Table 13.3: Significance of impacts.

Magnitude	Sensitivity		
	High	Medium	Low
High	Moderate to major adverse	Moderate adverse	Minor to moderate adverse
Medium	Moderate adverse	Minor to moderate adverse	Minor adverse
Low	Minor to moderate adverse	Minor adverse	Minor adverse
Negligible	Negligible		

This chapter is structured in the following way:

- **Baseline conditions:** details the baseline environment, expanding on the work of the environmental scoping report.
- **Potential impacts:** details any impacts the proposed scheme could have on the baseline environment.
- **Mitigation and residual impacts:** presents mitigation that has been identified to remove or reduce the identified impacts of the proposed scheme on the baseline environment, highlighting any residual impact.
- **Conclusions:** confirms whether the full works are considered environmentally acceptable following the implementation of any required mitigation.

13.3.1 Establishing the baseline

A desk-based study was undertaken to describe the nature of existing traffic and transport access routes and other transportation methods in the vicinity of the proposed works. This has included a review of road transport, public transport, pedestrians, cyclists, Public Rights of Way, leisure users and residents.

Engagement has also been undertaken on a 1-2-1 basis with Hampshire County Council Highways as the relevant highway authority throughout the detailed design process. In addition, public consultation has included drop in events and workshops as detailed in **Chapter 5 Consultation** and the **Statement of Community Involvement (SCI) (Appendix I)**.

13.4 Baseline Conditions

This chapter describes the baseline conditions and provides an impact assessment of the proposed scheme on traffic and access.

13.4.1 Traffic

Road Transport

This baseline focuses on the highways immediately adjacent to the scheme which are key for access, the A3023 (Langstone Road), Langstone Avenue and Langstone High Street. In addition, consideration is given to a number of other roads adjacent to the area, as well as going into Havant town centre. The A3023 also lies off the A27 that provides quick links to Portsmouth, Southampton, Brighton, and London via the A3(M) (HCC, 2014).

The A3023, Langstone Road is a major 'A' road that bisects the Scheme, linking the A27 to Hayling Island and Havant and has a speed limit of 40mph. **Table 133.4** provides annual average daily count data from the Department for Transport using a location point (ref 47616) on the A3023 adjacent to the proposed main compound. This includes a breakdown by vehicle type from count point data over the last five years between 2019 to 2022. Vehicles are predominantly cars and taxis, which are likely to include commuters to and from Hayling Island as well as a reasonable number of HGVs, two wheeled motor vehicles and cyclists.

Table 133.4: Annual Average Daily Count for A3023.

Annual Average Daily Count ²						
Vehicle	2019 (Estimated from previous year's data)	2020 (Estimated from previous year's data)	2021 (Manual Count)	2022 (Estimated from previous year's data)	2023 (Estimated using AADF from previous year on this link)	2024 (Estimated using AADF from previous year on this link)
Pedal Cycles	174	199	283	253	249	252
Two wheeled motor vehicles	211	156	172	188	185	191
Cars and taxis	20,342	15,452	18,361	19,612	19,980	20,283
Buses and Coaches	99	63	85	92	93	93
Light good vehicles	3,410	3,010	3,815	4,136	4,206	4,281
Heavy Goods vehicles	326	286	282	282	288	290
All motor Vehicles	24,390	18,967	22,715	24,319	24,752	25,138

According to the Department for Transport, the annual average daily flow was approximately 25,138 for all vehicles suggesting a gradual increase each year from 2020. In 2020 there was a decrease to 18,967, however this is most likely due to restrictions imposed during the COVID pandemic. It is also noted that the majority of the annual average daily flows are estimates with the last manual count in 2021 totalling 22,715 motor vehicles.

In addition, Hampshire County Council have a traffic survey team that carries out surveys and collects and maintains additional data from different types of counts³. This includes some recent data along Langstone Road from the vicinity of the Ship Inn and A3023 bridge:

- VivaCity Traffic Sensors Station ID: 45972, A3023 Langstone Rd SE of Ship Inn, Hayling Island – 23,474 (2025) Average Daily Traffic
- Permanent vehicle Count from inductive loops Station ID 000071040001 – 23,318 (2025) Average Daily Traffic

² <https://roadtraffic.dft.gov.uk/manualcountpoints/47616>

³ www.hants.gov.uk/transport/traffic-surveys

These values from the Hampshire County Council website are slightly lower than the Department for Transport estimates in Table 13.4 of 25,138 annual average daily flow in 2024.

The A3023 is the only highway access to Hayling Island and traffic levels fluctuate such as during sunny weather when people drive to the beaches and tourist facilities. There is often a continuous procession of vehicles present during daylight hours and access for emergency vehicles can be affected (Havant Borough Council, 2019). Additionally, over 70% of those of working age commute off and onto the island using a car and 84% of those living on the island use a car as their main form of transport (2011 CENUS Data). Disruption to traffic flow on the A3023 within Langstone is recognised to have the potential to quickly impact other roads in the area (Havant Borough Council, 2019).

No annual average daily flow data is available for Langstone High Street. This local road is narrow with cars typically parked on one side and with restricted turning or passing places. Cul-de-sacs (The Saltings and Tower Gardens) also lead onto this road. This road also provides key access to the foreshore and for deliveries to the Royal Oak public house. The speed limit is 30mph and the majority of traffic is considered to be cars, which most likely consist of a combination of movements from local residents and amenity users including for parking to use the adjacent Royal Oak public house.

No annual average daily flow data is available for Langstone Avenue. Similar to Langstone High Street, this local road is narrow with cars typically parked on one side and with restricted turning or passing places. However, unlike Langstone High Street this is not a through road. The most southern point terminates with a turning circle as well as a crossing with the Hayling Billy cycle route as it emerges from Mill Lane and crosses over the A303 and then heads along the road towards Havant and transects the end of Langstone Avenue to the north. Traffic is likely to be less than Langstone High Street and primarily consist of vehicles used by residents and some amenity users.

Public Transport

The nearest railway station is Havant, approximately 1.5 miles from the proposed works. Bedhampton and Warblington railway stations are also within approximately 3 miles. It is possible to reach the Langstone High Street, The Ship Inn and Mill Lane via the bus, with stopping points located adjacent on the A3023. There are two services, the 30 and the 31. Bus Services are run by Stagecoach UK Bus, part of the Stagecoach group.

Non Motorised Users

There are several Public Rights of Way (PRoW) or permissive paths within the vicinity of the Scheme⁴ as indicated on **Figure 13-1**. These include:

- Langstone Harbour Waterside Walk.
- Footpath 129 (along the frontage between the Ship Inn and the Royal Oak public houses).
- Footpath 54b linking the Hayling Billy Trail to the Royal Oak public house.

⁴ <https://www.hants.gov.uk/landplanningandenvironment/rightsofway/definitivemap> (Last accessed August 2020)

- Footpath 45 (to the west of the site), however at the time of preparing this document, this footpath was temporarily closed by Hampshire County Council, due to coastal erosion of the existing footpath along the seafront section at Southmoor, following a tidal breach of the coastal defences in 2020.
- Footpath 131 (to the north of the High Street and site).
- Footpath 56 (to the east of the site).
- Bridleway 132 links Langstone with Hayling Island across the intertidal foreshore.

The following long-distance routes also pass through Langstone:

- The Hayling Billy Line - A principal route for cyclists and walkers. This links the island to the mainland, via the A3023 road crossing, following the line of a disused railway track, on the island's western side, from Havant railway station on the mainland, to the southern part of the island.
- Wayfarers walk – A 71 mile walk from west Berkshire to Emsworth. Including a stretch overlapping with the proposed works via Mill Lane and the High Street along Frontage 5 of the scheme.
- The Solent Way – a 60 mile walk from Milford-on-Sea to Emsworth overlapping with the Wayfarers walk via Mill Lane and the High Street along Frontage 5 of the scheme.
- The Shipwrights Way – via the footpath over the Langstone Bridge (A3023).
- King Charles III England Coast Path – part of a national trail with one section fully open that interacts with our scheme (Portsmouth to South Hayling) and one section approved and work being done for its full implementation (South Hayling to East Head)

The A3023 section of the Hayling Billy Line also forms part of the National Cycle Network 2. This includes an off-road section overlapping with the scheme, which leaves the A3023 opposite the Ship Inn carpark and heads north until crossing Mill Lane and the A3023 near the main compound proposed as part of the works. This cycle route then heads off road towards Havant Train Station.

13.4.2 Access

Parking

Parking is limited in Langstone, particularly during peak time such as during warmer weather when there are more visitors. There are free parking spaces for cars along the northern side of the High Street (approx. 25 vehicles). It is not permitted to park on the foreshore. There is also parking adjacent to the Ship Inn (approx. 75 vehicles), however car parking spaces in the car park are not marked.

There are a number of properties in the vicinity of the Scheme that are reliant on use of the foreshore as access. This includes using informal slipways at the High Street and the car park adjacent to the Ship Inn. This access is through permission from the Langstone Harbour Board or Chichester Harbour Conservancy and for emergency and resident use only. This access is tidally restricted to periods where water levels are low enough. The route is frequently inundated with water at high tide and during extreme water levels.

Residential and Leisure users

The area is popular with leisure users, including accessing specific facilities such as the Langstone sailing club as well as for walking, dog exercise, jogging, cycling, or visiting the

adjacent pubs. Further details on leisure users is provided in **Chapter 15 Amenity, Recreation and Socio Economics**.

There are also a number of residential properties located immediately adjacent to the scheme.

13.4.3 Accidents and Safety

Existing accident records were requested for the main study area of Langstone up to the A27 for the most recent five-year period available from Hampshire Constabulary. A summary of the data provided for the A3023, Langstone road, is provided in **Table 133.5**.

Table 133.5: Casualty severity 2019-2023.

	2019	2020	2023	Total
Serious	2	0	0	2
Slight	4	6	2	11
Total	6	6	2	13

The number of accidents and severity is not indicated to have changed significantly over the last five years, with 2023 indicated to be lower than 2019 and 2020. No accidents were recorded in 2021 and 2022. The details of the accident records were also evaluated to establish any clusters or patterns of accidents. No accidents are recorded in the vicinity of the main compound but one recorded near the sailing club.

This data has been compared with [CrashMap⁵](#) which includes more recent data and specifically identifies one additional slight accident in 2024 in the between Langstone Road and Langstone Avenue, north of the compound entrance.

13.4.4 Key receptors

The proposed works will be taking place in the vicinity of a combination of residential, recreational and business-related receptors. Due to the seafront location, the area is popular with local day trippers and tourists for recreational activities. A number of residential properties are adjacent to the main A303, Langstone road, and the adjacent minor roads, including Langstone Avenue. The Ship Inn Public House and car park and Langstone Sailing Club are also adjacent to the A303, which may be used as compounds or for access. The A303 is also adjacent to a number of footpaths and cycleways including bisecting the Hayling Billy cycle route and Solent Way. Therefore, the key receptors are likely to be road users (including public transport) pedestrians and cyclists (both visitors and local residents), and other recreational users. Due to the number of users, sensitivity of receptors throughout this assessment is therefore considered high.

⁵ www.crashmap.co.uk/Search

Langstone FCERM: Public Rights of Way Plan RW1 Rev. A

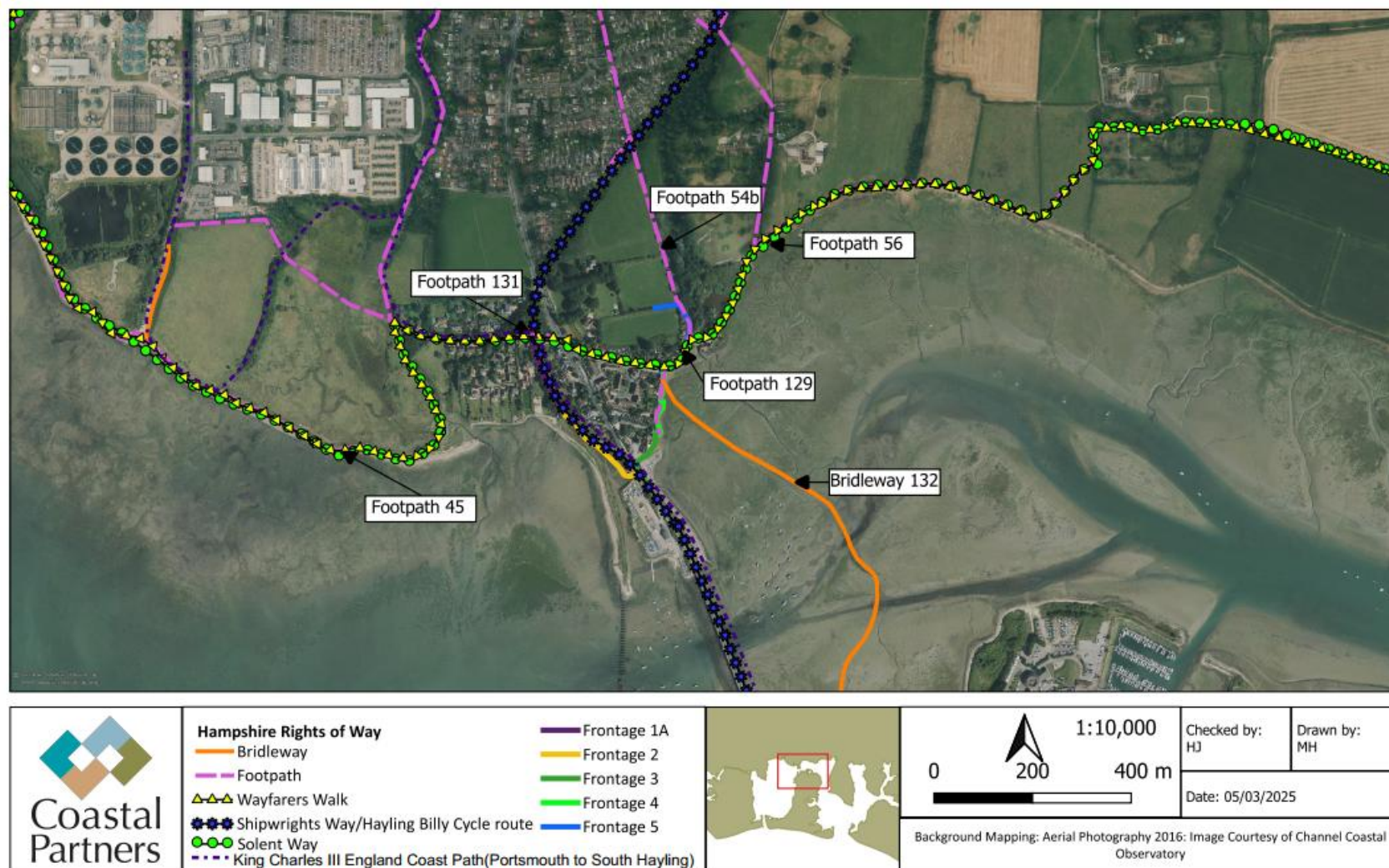


Figure 13-1 Public Rights of Way, Bridleways and cycle routes in the scheme vicinity.

13.5 Identification of Effect Pathways

The scope of the impact assessment on Traffic and Access has been informed by the Environmental Scoping Report produced for the scheme (Coastal Partners, 2020) and the associated Scoping Opinions received from Havant Borough Council (HBC) and the Marine Management Organisation (MMO) in February 2021 and May 2021 respectively (see **Appendix A**). Impacts on Landscape and Visual are discussed in **Chapter 12** and reference should be made to **Chapter 14** in relation to Noise and Vibration. Air Quality was scoped out as discussed in **Chapter 1** (Introduction to this ES).

Table 133.6 below provides a summary of the potential impact pathways scoped in and out of the assessment with respect to Traffic and Access. Note that these potential impact pathways have been identified as either 'Construction' or 'Operation' impacts. Operation impacts would occur after the construction works have been completed, resulting from the changes to the site, following the proposed works.

Table 133.6: Summary of EIA Scoping for Traffic and Access potential impact pathways.

Potential Impact Pathway	Scoping Decision	Notes
Changes in the route, volume, composition or speed of traffic (construction)	Scoped In	Whilst the final detail is yet to be established there is likely to be increased traffic demand during the construction phase. Based on other similar construction projects, it is expected that the construction works will attract the need for Heavy Goods Vehicles, low-loader, articulated dump trucks, concrete wagons and excavators to attend site, in addition to construction staff vehicles. This has the potential to increase driver and pedestrian delay and is therefore scoped in for further assessment.
Changes in the route, volume, composition or speed of traffic (operation)	Scoped Out	Whilst the final detail is yet to be established there is likely to be a very slight increase in traffic demand during the operational phase to enable maintenance, and potentially operation of flood gates / flip up barriers). This is expected to be negligible against background levels and is therefore scoped out for further assessment.
Changes in road safety (construction)	Scoped In	Appropriate management measures will be employed to limit impacts on road safety as a result of the construction vehicles, which may access the construction site / compound. This will include construction traffic routing, speed limits, signage and traffic marshals, where appropriate. These management measures will be detailed in a Construction Traffic Management Plan (CTMP). The details of required transport and access routes during construction, however, have not been confirmed and therefore this impact pathway will require further consideration in the ES.
Reduced accessibility (construction)	Scoped In	Due to the nature of the construction works within a restricted area, and requirement to maintain health and safety standards, it is likely that there will be temporary closure of PRoWs during construction, most notably to

Potential Impact Pathway	Scoping Decision	Notes
		footpath 129 and 54b. The Hayling Billy Trail, Solent Way and Wayfarers Walk are also likely to be temporarily disrupted. There is also potential for permanent diversion of restricted sections of public footpath. In addition, there will also be a potential impact on parking availability as a result on vehicles from construction workers and potentially associated with the compound location (areas are yet to be confirmed). Further assessment is therefore required.
Damage to the local road network (construction)	Scoped Out	Appropriate management measures will be employed to repair any damage to the local road network as a result of the construction vehicles. These management measures will be detailed in a CTMP and are anticipated to include a pre-works inspection and reinstatement of the road following completion of the construction works. No significant impacts are anticipated with these appropriate mitigation measures in place and damage to the local road network is therefore scoped out for further assessment.
Changes in accessibility (operation)	Scoped In	The Scheme has the potential to reduce traffic disruption and maintain safe access to residents as well as potentially increase access to some users. However, it is important to maintain access to the proposed scheme in order to ensure maintenance of the flood defence and access assets throughout their operational phase. This may lead to intermittent disruption to access whilst maintenance works are undertaken. In addition, the operation of floodgates and/or flip up barriers may affect access, particularly to PRoW and parking availability. Further assessment is therefore required.

In summary, the potential impacts on Traffic and Access during the construction of the proposed scheme that have been scoped in for further assessment are:

- Changes in the route, volume, composition or speed of traffic during construction.
- Changes in road safety (construction).
- Reduced accessibility (construction).

The potential impacts on Traffic and Access during the operational phase of the proposed scheme that have been scoped in for further assessment are:

- Changes in accessibility (operation)

These potential impacts are characterised and assessed in more detail in **Section 13.6** for the construction phase and **Section 13.7** for the operational phase of the proposed scheme.

13.6 Potential Impacts During Construction

The effects of the construction of the proposed Scheme on traffic and access within the study area has been assessed. A description of the significance of effect upon traffic and access potentially caused by each identified impact is provided below.

13.6.1 Changes in the route, volume, composition or speed of traffic during construction

In order to inform this assessment estimated vehicle movements have been calculated. The proposed access routes associated with the works are shown in **Figure 13-2**. This figure shows four main access routes and some supplementary access routes along the foreshore. These supplementary routes will not affect traffic on the highways, so are shown for information only.

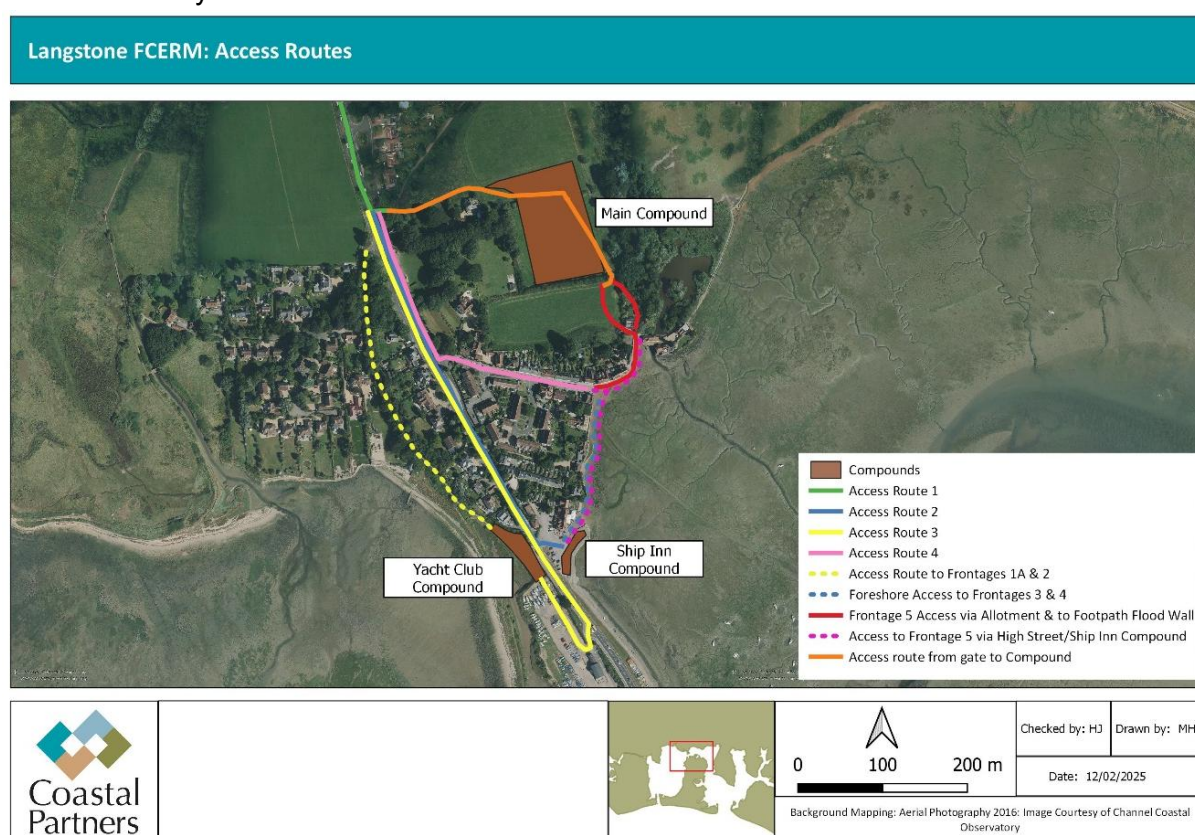


Figure 13-2 Proposed Access Routes.

Estimated traffic movements have been calculated based on the anticipated workforce, materials and plant being brought to and from site. In total, it is expected that approximately 17,438 traffic movements will occur as part of the works of which 1,772 would be HGVs and 19,210 vehicles/vans.

Table 133.7 below indicates the number of traffic movements anticipated to use the four main access routes. On average, based on a construction period of 16 months it is estimated that the proposed works would result in approximately 6 HGV movements and 60 vehicle movements during the works each day. However as illustrated in **Table 133.7**, the average number per day will range depending on the activities undertaken at each compound and

these numbers are based on a worst-case scenario including longer durations of some activities.

Table 133.7: Estimated HGV movements.

Access Routes	Activity	Estimated Total movements	Average daily movements
1- To main compound via Langstone Road	Site mobilization	• 70 HGV (20T) • 15 Hiab rigid bed HGVs • 6 low loaders to deliver excavators	4-5 HGV movements over four weeks, possibly including 2 abnormal loads
	Site demobilization	As with mobilization: • 70 HGV (20T) • 15 Hiab rigid bed HGVs • 6 low loaders	4-5 HGV movements over four weeks, including 2 abnormal loads
	General access during construction	• 1,500 HGV, 4,200-5,600 general workforce vans and cars	• 5-6 HGV movements over duration of works • 15-20 vans/cars over duration of works
		Provision of 50 replacement resident parking spaces during constructing slipway	5 vans/cars over 10 days
2. Main compound to Ship Inn satellite compound	General access by work force following site induction at main compound. Supervisor vehicles	6,720 vans/cars moving personnel (includes lunch breaks)	• 24 vans / cars over duration of works worst case, but realistically 30 weeks only, • Infrequent plant movement approximately once a month
3. Main compound to satellite compound at southern extent of Frontage 2 (with access via the Langstone Sailing Club) – Duration 20wks	General access by work force following site induction at main compound. Supervisor vehicles	6,720 vans/cars moving personnel (includes lunch breaks)	• 24 vans / cars over duration of works worst case, but realistically 30 weeks only • Infrequent plant movement approximately once a month
4. Main compound to foreshore/frontages 4/5 using High Street	General access by work force following site induction at main compound. Supervisor vehicles	• 90 HGV • 120 cars/vans	• 1 HGV • 1 car/van over 30 weeks

Access Routes	Activity	Estimated Total movements	Average daily movements
	Any other movements e.g. plant and material?		

An increase in traffic during construction works has the potential to result in changes in the route, volume, composition or speed of current traffic. Based on the access routes identified in **Table 133.7**, the biggest increase in traffic will be along 'access route 1' to the main compound via Langstone Road and intersecting with the southern end of Langstone Avenue, particularly from general workforce vans and cars. This worse case increase in traffic has been calculated as an approximate 0.25% increase, compared to the annual average daily flow of 24,319 in 2022 (**Table 133.4**). The composition of the annual average daily flow currently includes low numbers of HGVs (282 in 2022), with HGVs therefore making up approximately 1.2% of the current annual average daily flow. The most key change in composition is considered to be an increase in HGVs by approximately 2.13%, as a result of the proposed scheme, due to the estimated need for an additional 6 HGVs per day, using this access route, to construct the works.

Traffic speed is also likely to be marginally reduced as a result of the turning of the additional vehicles and HGVs in and out of compounds and at the junction of Langstone Road and Langstone Avenue (in access route 4 on **Figure 13.2**). However, the A3023 has a relatively high total annual average daily flow. The speed on this road is also noted to fluctuate particularly during the warmer weather when more vehicles use the A3023 as the only route to the access beaches and tourist facilities on Hayling island. The A3023 is therefore considered to have capacity to accommodate additional vehicles, however additional vehicle movements during peak hours have the potential to exacerbate conditions slightly. In addition, whilst this traffic will also cross Langstone Avenue this will only be at the most southern end through the access currently used by the Hayling Billy cycle route.

Overall, on the A3023 an increase of approximately 6 HGV movements and 60 vehicle movements daily over the duration of the works will result in less than 10% change in the estimated average daily flow (**Table 133.2**), resulting in a medium magnitude of change and suggesting a **moderate adverse impact** without mitigation.

Additionally, along Langstone High Street (access route 4), there will be a slight increase of approximately one HGV and one vehicle a day over 30 weeks. This is considered to have the potential to result in a low to medium magnitude of change, also suggesting a worse case **moderate adverse impact** without mitigation. For Langstone Avenue the magnitude is considered lower as traffic increase along the road only across the southern tip resulting in a **minor adverse impact** without mitigation.

Appropriate management measures will be employed to limit impacts particularly on traffic delays caused by site deliveries and HGV movements. This includes a traffic marshal in attendance and a suitable dedicated turning circle identified. Such measures will be confirmed within the final CTMP which has been drafted as part of this submission. With mitigation in place, the effect of the Proposed Development on changes in traffic is considered to be of **minor adverse significance**.

13.6.2 Changes in road safety (construction)

In accordance with the IEMA Guidance, an assessment of road safety should be considered if the character of traffic flow alters through increases in volume. However as detailed in **Section 13.6.1** above, the Proposed Development is not predicted to generate significant volumes of traffic or a significant increase in HGVs. The IEMA guidelines also recognise that changes in local circumstances would require assessment in order to determine the potential significance of changes to accident risk. The proposed scheme design will not change the highway design and none of the accidents summarised in **Table 133.5** indicate an inherent problem with highway design or geometry. Consequently, in terms of safety, the network is indicated to be able to accommodate the additional traffic during construction.

Overall, the magnitude of change is considered to be low to medium at worst suggesting a **moderate adverse impact** without mitigation. Appropriate management measures will be employed to limit impacts on road safety as a result of the construction vehicles, which may access the construction site / compound. This will include construction traffic routing, speed limits, signage and traffic marshals, where appropriate. These management measures will be detailed in a final CTMP.

The proposed works also include a change in junction; however this is subject to appropriate safety inspections. In addition, a couple of abnormal loads may also be required to deliver plant and heavy items during site mobilisation and de mobilisation. Measures to deal with these vehicles will be confirmed within the final CTMP and will include appropriate escorts as required.

With mitigation in place, the effect of the Proposed Development on accidents and safety is considered to be **negligible** within the wider road network.

13.6.3 Reduced accessibility (construction)

The proposed works have the potential to reduce accessibility, primarily through disruption to and changes in access, used by local residents, businesses and tourists during construction from diversions and a temporary loss of parking spaces.

The proposed Scheme will result in a reduction of car park spaces in the satellite compounds during construction. This is likely to involve the reduction of parking places available in the Ship Inn, which is proposed to be used as a satellite compound to store plant, such as excavators and dumpers during the construction works. The remaining car park will be available for public use except during the construction of the flood defence for the Ship Inn car park (Frontage 3 - A3023 to The Look Out), which is currently scheduled to begin in April 2026 and anticipated to take an estimated 5 months. At the Langstone Sailing Club there may also be some loss of car park spaces or boat storage areas for the compound for access to the compound on frontage 2, however this would be minimised, and it is planned to use this compound during the summer when most boats would be out on the water rather in storage in this area. The Schemes' construction programme is subject to change and if there are any amendments to the programme these will be communicated in advance of any closures.

The estimated construction programme enables impacts to be assessed as worst case. The reduction in parking spaces will be short-term and temporary with alternative parking facilities available, such as nearby along the northern side of the High Street for the Ship Inn and

segregated parking within compounds. Access will be maintained to the Royal Oak pub and residential properties during construction of Frontage 5 (High Street to Royal Oak). Overall, the magnitude of change is considered to be low to medium at worst, suggesting a **moderate adverse impact** without mitigation.

Footpath and cycle diversions are proposed during construction as shown in **Figure 13-3**. The majority are temporary with the exception of permanent changes associated with a new permanent pedestrian crossing as assessed in Section 13.7.1. This is associated with the vehicle access from Langstone Avenue into the field (compound) and will involve some local alterations to the kerbs and chamfering to the adjoining road, cycle path and pavement. All footpath closures will be suitably signed with a diversion route plan at the start and end of the diversion along with intermediate joining points, to warn the public of construction works.

The public footpath 54b, runs north to south through the fields joining up with the footpath 129 adjacent to No. 21 High Street and the Mill Pond. This footpath is currently anticipate to be closed during the construction works programmed between March to November 2026 and April to October 2027. An alternative route can be taken following the Shipwrights Way north and following a footpath through the adjoining field to join the shoreline further east along the coastline as shown in **Figure 13-3**. The existing footpath to be closed is approximately 0.5 km long. The diversion is approximately 0.7 km. A slight increase in path length of 0.2 km is therefore anticipated during construction.

The public footpath 129, runs along the frontage between the Ship Inn and the Royal Oak public houses. This footpath will be closed during construction of Frontages 4 (Look Out to Winklemarket) and 5 (High Street to Royal Oak) but access will be maintained to the foreshore outside of construction as much as possible during the winter 2026 and spring 2027.

The proposed construction works will cause disruption to the long-distance paths that intercept the proposed works. These include the Hayling Billy/Shipwrights Way, Solent Way, Wayfarers Walk and the Portsmouth to South Hayling Section of the King Charles III England Coast Path. The Solent Way, King Charles II footpath and Wayfarers Walk will be diverted up the pedestrian footpath (A3023) and follow the Shipwrights Way north, following the footpath back down to the coast to re-join the route further east, as shown in **Figure 13-3**. The section of the Solent Way, King Charles III footpath and Wayfarers path to be closed is approximately 0.5 km long. The anticipated diversion is approximately 1.3km, therefore the path length will be increased by 0.8 km during construction. This diversion will increase the length of the route, but it will be temporary and short-term, with the diversion in place during construction works anticipated between April to November 2026 and April to October 2027. The Hayling Billy/Shipwrights Way/King Charles III path will also be diverted along the shared cycleway/pedestrian footpath going up the A3023 and re-joining the route further north. Cyclists will need to cross the road to the Ship Inn side, but pedestrians can remain on the same side. This diversion will not increase the length of the path. The bridleway will be unaffected.

Overall, the magnitude of change is considered to be low to medium at worst suggesting a **moderate adverse impact** without mitigation.

Appropriate management measures will be employed. This includes ensuring all footpath closures and reduction in parking spaces will be minimised where possible and all path

diversions will have appropriate signage. Any changes will be short term and temporary. Such measures will be confirmed within the final CTMP. With mitigation in place, the overall effect of the Proposed Development on changes in accessibility is considered to be of **minor adverse significance**.

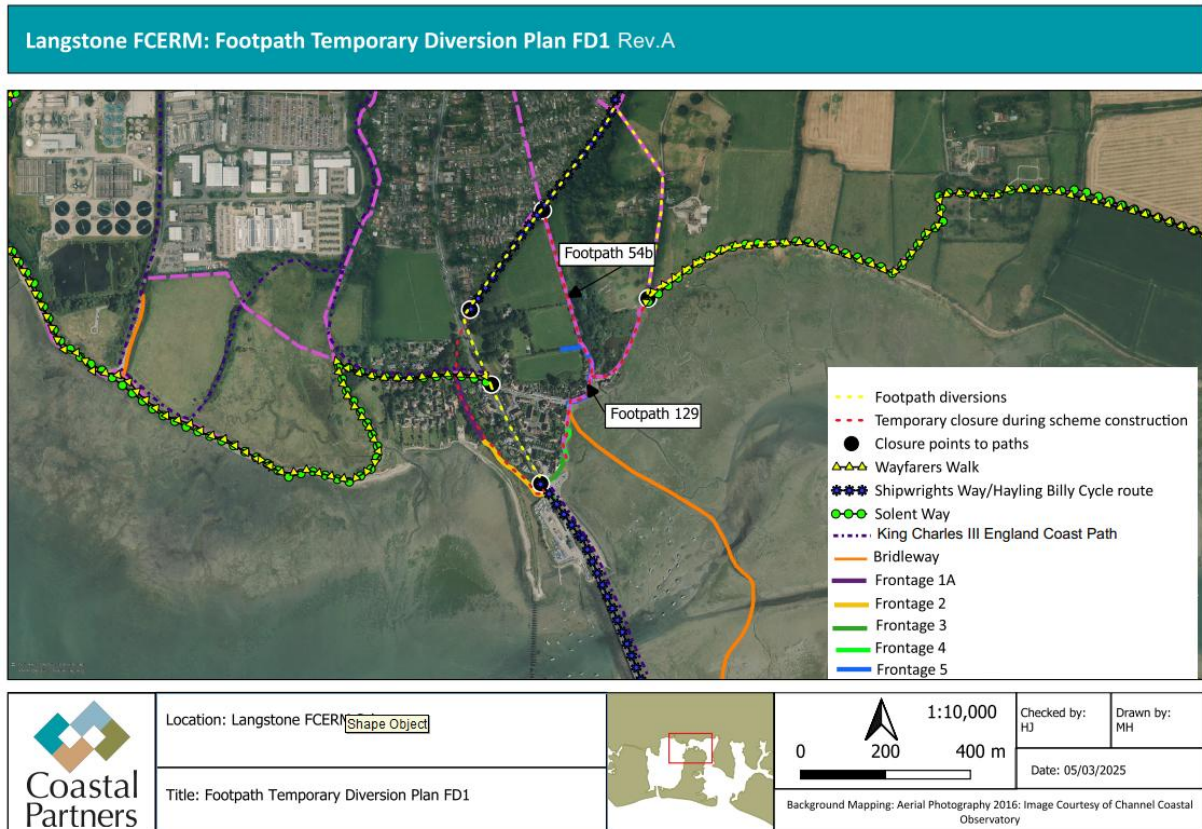


Figure 13-3 Closures to footpaths/cycleways and diversions during construction of works.

13.7 Potential Impacts During Operation

The effects of the operational phase of the proposed scheme on Traffic and Access within the study area has been assessed. An outline of the nature of the impacts and a description of the significance of effect upon Traffic and Access is provided below.

13.7.1 Changes in accessibility (operation)

The scheme has been designed to require minimal maintenance, but occasional visual inspections are likely to be required such as following severe storm events. This is anticipated to require 2-4 vehicles annually. In addition, vehicle access will be required for the operation of floodgates and/or flip up barriers. Increases in traffic and parking are therefore considered negligible in the context of the existing traffic volumes and parking availability. In addition, such visits are likely to be around storm events when traffic volumes are lower. Closure of flood gates will temporarily limit access; however, this will only be during conditions when it is not safe to try and access the fronts or foreshore.

The operation of the scheme will increase user accessibility. This includes reducing gradients so that they are now in line with accessibility guidance. In addition, the surface of PRowS and

the Billy line will be improved and widened as a result of the scheme where possible. There will be some minor permanent changes to footpath alignments and the Billy line. Worst case this includes a slight change in the footpath route around Green Cottage increasing the length by approximately 10m more. In addition, a new permanent pedestrian crossing arrangement is proposed. This new crossing will replace the existing one positioned where the Billy Line currently crosses the A3023. The new island arrangement and associated pedestrian routes are shown on **Figure 13-4**. These traffic islands would remain during the operation of the scheme and are considered to result in safety benefits to pedestrians and cyclists by providing an additional crossing point along the A2023.

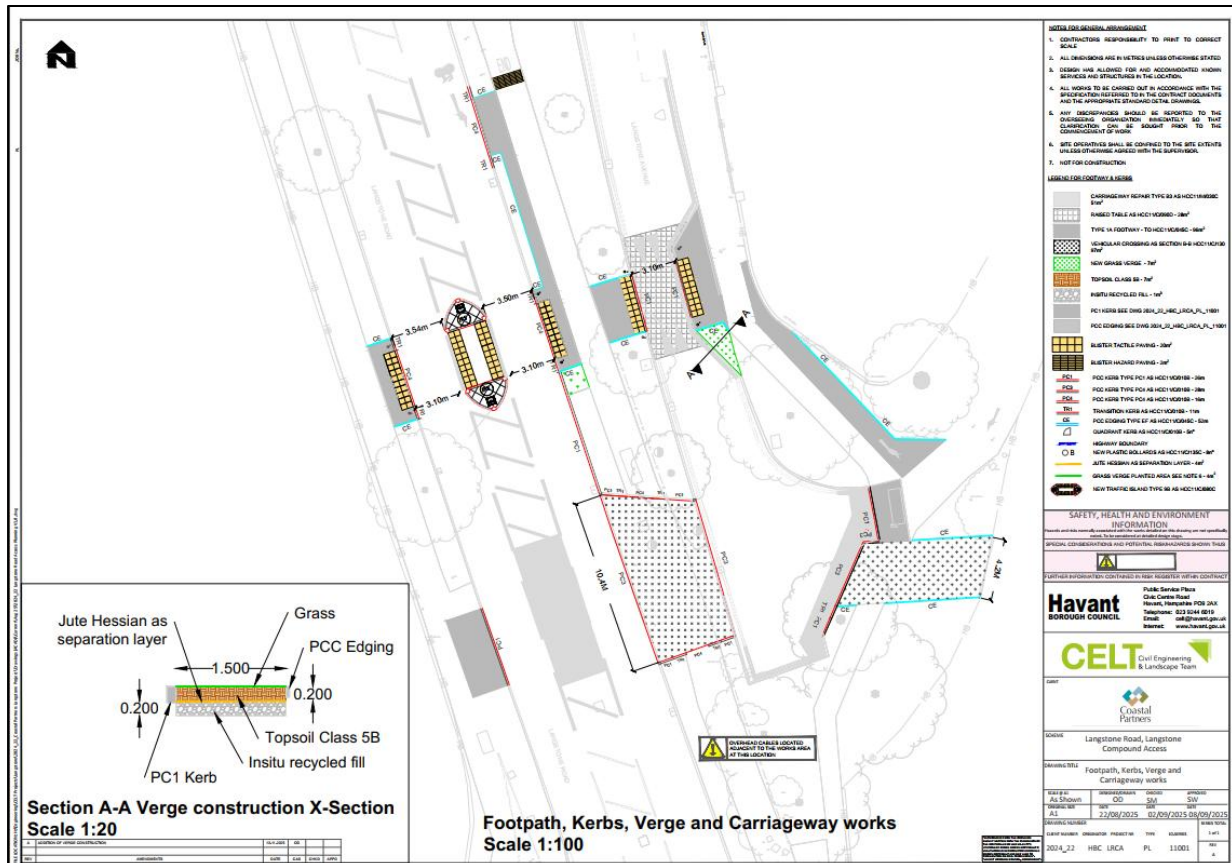


Figure 13-4: Proposed new access point and the new arrangement of the pedestrian island

A key benefit of the proposed scheme is to reduce the flood risk to the A3023, which will reduce traffic disruption and maintain safer access to residents as well as potentially increase access to some users. The scheme will improve and safeguard the footpaths and cycleway by providing improved flood protection and access between Langstone and Hayling Island including through the protection of the highway in accordance with the Local Plan and Core Strategy. Plans to realign and resurface the Billy Trail to improve the north to south route are also being considered within the Local Plan and the proposed works are considered to support this proposal. Overall, considering the high sensitivity of users the impacts of the proposed scheme from changes in access during operation have been assessed as **major/moderate beneficial impact**.

13.8 Cumulative Effects

The Cumulative Impact Assessment (CIA) considers the wider projects and activities, that in combination, could result in additional impacts on Traffic and Access. The guidance and methodology described in **Chapter 16 (Cumulative Impacts)** has been used to assess potential cumulative effects from the proposed Scheme works on Traffic and Access.

Table 133.8 below provides an assessment of potential cumulative effects on Traffic and Access of the scoped in plans and projects listed in **Table 16.1**.

The assessments in **Table 133.8** demonstrate that it is unlikely that any of the plans and projects will have significant cumulative adverse impacts on Traffic and Access with the proposed Scheme. The proposed scheme will improve footpath surfaces and protect the path from flooding and erosion into the future, that it will benefit the England Coast Path (ECP). There will be no operational impacts from the proposed scheme on traffic and access and the key consideration is considered to be temporary construction traffic. A number of the planning applications considered below if approved would result in permanent increases in traffic specifically along the A3023 during peak times, however it is considered that this can be managed through the CTMP such as managing construction traffic during peak times of traffic flow.

Table 133.8: Assessment of potential cumulative effects on Traffic and Access.

Plan or Project	Potential for cumulative effects on Traffic and Access
The North Solent Shoreline Management Plan	No. The proposed Scheme will be delivering the SMP and PEMS policy of 'hold the line' for this section of coastline. The works are therefore not at odds or in competition with the SMP or strategies but are in fact part of the delivery mechanism for those plans and policies.
Portchester to Emsworth FCERM Strategy (PEMS)	
Havant Borough Local Plan – The Core Strategy (2011) and The Allocations Plan (2014)	No. The proposed Scheme will support the HBC Core strategies of the adopted Local Plan 2011. A key benefit of the proposed scheme is to reduce the flood risk to the A3023 which will therefore increase access to Langstone and across Hayling Bridge and safeguarding the PRoWs in accordance with the Local Plan and Core Strategy. Plans to realign and resurface the Billy Trail to improve the north south route are also being considered within the Local Plan and the proposed works are considered to support this proposal.
Havant Borough Regeneration and Economy Strategy 2022 – 2036 (2018)	No. The proposed Scheme will work within the Havant Borough Regeneration and Economy Strategy by protecting and enhancing access.
Hayling Island Coastal Management Strategy (HICMS)	No. The HICMS is still in development and has not yet been adopted by Havant Borough Council or approved by the Environment Agency. Any effects on Traffic and Access from the implementation of the HICMS policies will be assessed at the individual scheme level as they come forward.
South Hayling Beach Management Plan (BMP)	No. The EIA for the BMP did not identify any impacts on Traffic and Access within the Langstone area because of the recycling and recharge works. On occasion, approximately once every two years, the BMP may require HGVs to import material along the A3023. However, this is indicated to happen very infrequently and consequently, there is limited potential for cumulative impacts with the proposed Scheme.

Plan or Project	Potential for cumulative effects on Traffic and Access
North Portsea Island (NPI) FCERM Scheme	No. Phases 1 to 4a of the NPI scheme have been completed and construction for Phase 4b is programmed to be completed in 2024 therefore, will not overlap temporally with the construction of the proposed Scheme. Phase 5 construction which commenced in 2025, may overlap temporally with the construction of the proposed Scheme. Phase 5 is located over 5km from the proposed Scheme and the ES for Phase 5 assessed impacts on Traffic and Access related receptors as temporary, short-term and overall minor adverse impacts, with mitigation. Therefore, there is no potential for cumulative impacts with the proposed Scheme.
King Charles III England Coast Path: Portsmouth to South Hayling Stretch (National Trail)	Yes. The Portsmouth to South Hayling (PSH) stretch of the King Charles III England Coast Path (ECP) runs from Old Portsmouth to South Hayling seafront, around Langstone Harbour. The proposal for the PSH stretch of the ECP has been approved. The length of this stretch that overlaps spatially with the proposed Scheme is PSH-2-S061 and the adjacent sections also overlap existing paths and cycleways including the Solent Way, Hayling Billy Line, Wayfarers Walk and Shipwrights Way. The proposed scheme will improve footpath surfaces and protect the path from flooding and erosion into the future, that it will benefit the ECP at this location. Therefore, the potential for cumulative impacts on access with the proposed Scheme and the PSH are likely to be beneficial.
King Charles III England Coast Path: South Hayling to East Head Stretch (National Trail)	Yes. The South Hayling to East Head (SHE) stretch of the ECP runs from South Hayling seafront to West Wittering beach. The proposal for the SHE stretch of the ECP has been published but this stretch is still being determined by the Secretary of State and not yet available for public use. The proposed scheme will improve footpath surfaces and protect the path from flooding and erosion into the future, that it will benefit the ECP at this location. Therefore, the potential for cumulative impacts on access with the proposed Scheme and the SHE is likely to be beneficial.
Langstone Technology Park, Langstone Road, Havant. Application for part demolition and reconfiguration of building 1000, reconfiguration of car park layout and new industrial units (APP 19/00703). Plus an Outline Planning Permission for Phased demolition of existing buildings and the erection of new flexible use employment floorspace and ancillary uses and associated works. APP/22/00172.	Timings of the proposed works at the Langstone Technology Park are currently unclear. A transport assessment has been completed, which concludes that the traffic generated by the proposal is limited and therefore the proposals will not have a material impact on the operation of the local or strategic road networks. There is currently insufficient information on the proposed traffic during construction to assess if there will be any cumulative impacts with the proposed Scheme, however traffic increases from the Langstone scheme during construction are indicated to be low and temporary and could be managed through final CTMP if they overlap.
Land Adjacent to Bosmere Medical Centre, Solent Way, Havant. Proposal for new headquarters building for Portsmouth Water and new commercial buildings. APP/21/00601	No. This planning application was validated in 2023 but not yet approved. The transport assessment concludes no adverse transport impacts as a result of the development proposals implementation. There are currently no further details available on construction traffic and when the works might commence. However, considering the distance from the site is over 1.7km and the minor, temporary increases in traffic anticipated as part of this Langstone scheme, cumulative impacts are considered unlikely.
Land at Kingscroft Farm, Meryrick Road, Havant. Proposed development of land at Kingscroft	No. This planning application was validated in 2022 but not yet approved. There are currently no further details available when the works might commence but a transport assessment has concluded

Plan or Project	Potential for cumulative effects on Traffic and Access
farm for up to 120 dwellings. APP/22/00669	the local highway network can accommodate the traffic generated by the development. The site is located over 1.7km from the proposed Scheme so even if the works do overlap temporally there is unlikely to be any cumulative impacts on Traffic and Access.
Northney Marina maintenance dredging. MMO case ref: MLA/2014/00288/1. Licence ref: L/2014/00368/2	No. This maintenance dredging licence is for dredging of subtidal sediments within the marina and will not result in any impacts cumulative on Traffic and Access.
Rook farm – development of up to 300 dwellings. APP/21/01434	This planning application was validated in Jan 2022 but not yet approved. The proposed development is located on the south of Hayling Island, over 5km from the proposed scheme although accessed from the mainland via Langstone bridge as this is the only access onto Hayling Island. There are currently no further details available when the works on the development might commence. Therefore, it's not possible to assess in detail if there will be any cumulative impacts on Traffic and Access with the proposed Scheme. However, traffic increases from the Langstone scheme during construction are indicated to be low and temporary and could be managed through final CTMP if they overlap.
Southern Water 10-year marine licence application for minor maintenance works on their coastal outfalls (MMO reference MLA/2019/00027)	No. The marine licence was granted in 2021 and the maintenance works are all small scale and very short term with most activities having a duration of one to three days. There are no details for the exact timings of the activities, but it is considered unlikely that there will be any significant cumulative effects on Traffic and Transport even if works under both projects are undertaken simultaneously.
Farlington Marshes FCERM Project	No. There is no planning application yet for this project. As there are no further details available it's not possible to assess in detail if there will be any cumulative impacts on Traffic and Transport with the proposed Scheme. However due to the distance from the project overlaps cumulative effects on Traffic and Access are considered unlikely.
Land to the rear of 49 - 71, Fathoms Reach, Hayling Island. Development of 51 dwellings. APP/22/00001	The transport statement for this development indicates an additional 24-25 trips during peak times during operation which will not have any material detrimental impact on the surrounding local network. At the time of writing, it is understood National Highways have an outstanding object on this planning application due to an outstanding cumulative impact assessment including consideration of the A3023. However, the additional trips generated by the scheme are considered relatively low based on the AADT and combined with the low and temporary traffic increases from the Langstone scheme are considered unlikely to result in significant cumulative effects.
Land north of Oysters, Station Road, Hayling Island. Development of 29 dwellings and associated highway works. APP/21/01350	The transport statement for this development indicates an additional 14-17 trips during peak times during operation which is not expected to rise to any highway capacity concerns. At the time of writing, it is understood National Highways have an outstanding object on this planning application due to an outstanding cumulative impact assessment including consideration of the A3023. However, the additional trips generated by the scheme are considered relatively low based on the AADT and combined with the low and temporary traffic increases from the Langstone scheme are considered unlikely to result in significant cumulative effects.
Land south of Saltmarsh Lane, Hayling Island. Development of up to 60 dwellings and associated	The transport statement for this development indicates an additional 27-33 trips during peak times during operation which would have negligible impact on the local highway network. At the time of

Plan or Project	Potential for cumulative effects on Traffic and Access
landscape and highway works. APP/21/01351	writing, it is understood National Highways have an outstanding object on this planning application due to an outstanding cumulative impact assessment including consideration of the A3023. However, the additional trips generated by the scheme are considered relatively low based on the AADT and combined with the low and temporary traffic increases from the Langstone scheme are considered unlikely to result in significant cumulative effects.
Land south of the Mallards and west of Langstone Road, Havant. Development of 65 dwellings. APP/21/00647	The transport statement for this development indicates an additional 80-85 trips during peak times during operation which is not expected to rise to any highway capacity concerns. This application however is adjacent to the proposed compound area for the scheme, off the A3023. This application was submitted in 2021 but not yet determined and the likely construction dates are unclear. Consequently, it's not possible to assess any further if there will be any cumulative impacts on traffic and transport with the proposed Scheme.
Partial Reinstatement and Repair of existing sea wall to a height of 1.4m and Creation of an inner bund with a maximum height of 2.25m to protect habitat for wintering bird populations. Northney Farm, St Peters Road, Hayling Island. APP/23/00507	This application includes a number of HGV movements which are proposed to be managed through a CEMP. There are currently no further details available when the works on the development might commence therefore, it's not possible to assess any further if there will be any cumulative impacts on traffic and transport with the proposed Scheme.
Redevelopment of a brownfield site to include the provision of 4No. Apartment blocks comprising of 90No. residential dwellings, parking, public open space, landscaping and other associated works, including demolition of existing buildings on site, with access from Palk Road. APP/22/01231	This application is to the North of the A27. A traffic assessment has been complete but was unavailable for viewing at the time of writing. Considering the distance of this application from the proposed schemes cumulative effects from traffic are considered unlikely.

13.9 Conclusions

Table 133.9 below summarises the potential impacts on Traffic and Access that could result from delivery of the proposed Scheme. Where significant impacts have been identified, appropriate mitigation has been incorporated to remove or reduce this impact. Any residual impact resulting from the delivery of the scheme, after mitigation measures have been adopted, has been presented to demonstrate environmental acceptability.

As such, the proposed works are considered environmentally acceptable, in terms of impacts on traffic and access, following delivery of the mitigation measures in **Table 133.9**: Overview of potential Impacts, necessary mitigation and residual impacts. .

Table 133.9: Overview of potential impacts, necessary mitigation and residual impacts.

Potential Impact Pathway	Significance of impact	Mitigation and Residual Impacts
Changes in the route, volume, composition or speed of traffic during construction	Overall, on the A3023 an increase of approximately 6 HGV movements and 60 vehicle movements daily over the duration of the works will result in less than 10% change in the estimated average daily flow (Table 13.2), resulting in a medium magnitude of change and suggesting a moderate adverse impact without mitigation. Additionally, along Langstone High Street (access route 4), there will be a slight increase of approximately one HGV and one vehicle a day over 30 weeks. This is considered to have the potential to result in a low to medium magnitude of change, also suggesting a worse case moderate adverse impact without mitigation. For Langstone Avenue the magnitude is considered lower as traffic increase along the road only across the southern tip resulting in a minor adverse impact without mitigation.	Appropriate management measures will be employed to limit traffic delays caused by site deliveries and HGV movements. This includes a traffic marshal in attendance and maintaining dedicated turning circles where needed. Such measures will be confirmed within the final CTMP which has been drafted as part of this submission. With mitigation in place, the effect of the Proposed Development on changes in traffic is considered to be Minor Adverse.
Reduced accessibility (construction)	A medium magnitude of change is anticipated from a short term and temporary loss of some parking spaces, suggesting a moderate adverse impact without mitigation. In addition, Temporary footpath and cycle diversions are proposed during construction which is considered to result in a low to medium magnitude at worst suggesting a moderate adverse impact without mitigation.	Appropriate management measures will be employed. This includes ensuring all footpath closures and reduction in parking spaces will be minimised where possible and all path diversions will have appropriate signage. Any changes will be short term and temporary. Such measures will be confirmed within the final CTMP. With mitigation in place, the overall effect of the Proposed Development on changes in accessibility is considered to be Minor Adverse.
Changes in accessibility (operation)	The scheme will improve and safeguard footpaths and cycleway by providing improved flood protection and access between Langstone and Hayling Island by protecting the highway. Overall,	N/A

Potential Impact Pathway	Significance of impact	Mitigation and Residual Impacts
	considering the high sensitivity of users the impacts of the proposed scheme from changes in access during operation have been assessed as major/moderate beneficial impact .	
Overall summary and confidence	The proposed Scheme works are considered environmentally acceptable, in terms of impacts on traffic and access. Confidence in this assessment is medium considering the data on which this assessment is based uses conservative assumptions and relates to a number of other assessments including the Construction Traffic Management Plan.	

13.10 References

Hampshire County Council (2014) A3023 Traffic Management Plan - <https://documents.hants.gov.uk/traffic-management-districts/A3023-Traffic-Management-Plan.pdf>.

Havant Borough Council (2019) Hayling Island Transport Assessment - <https://www.havant.gov.uk/planning-services/planning-policy/hayling-island-transport-assessment>