



Langstone FCERM Scheme

OUTLINE Traffic Management Plan

January 2026

Project	Langstone FCERM Scheme
Title	OUTLINE - Traffic Management Plan

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CONTENTS

1. Introduction	1
2. Site Location.....	1
3. Changes during Operation	2
3.1.1 New Pedestrian Islands.....	2
3.1.2 Permanent changes to PRowS and shared cycleway	2
3.1.3 Traffic from Maintenance and Operation of Barriers	5
4. Conclusion.....	5

1. Introduction

The Langstone Flood Coastal Erosion Risk Management (FCERM) Scheme will improve the standard of flood defences and coastal erosion protection over an approximately 1 km length of coastline to provide improved protection against tidal flooding to the A3023 road link to Hayling Island and the village of Langstone.

This Outline Traffic Management Plan (TMP) provides details of the changes during the operation of the Scheme. It should be noted that the scheme alignment will not result in changes to the road layout and consequently will not directly result in change to the existing traffic conditions on the local highway network.

The main changes as a result of the scheme considered relevant to this assessment are:

- New pedestrian island/uncontrolled crossing to replace existing one to be removed
- Permanent changes to Public Rights of Way (PRoW) and cycleways
- Traffic from maintenance and operation of flood barriers

2. Site Location

The location of the Langstone FCERM Scheme is shown in Error! Reference source not found.. The assets at risk from flooding from a 0.5% AEP (1 in 200 year) tidal flood event (present day) include:

- 53 residential properties
- 4 non-residential properties
- Critical infrastructure including the A3023 road crossing to Hayling Island
- Heritage assets

Due to sea level rise, by 2040 it is predicted that this will increase to 59 residential properties and 4 non-residential properties at risk from a 0.5% AEP (1 in 200) year event.

The current defences along the frontage consist of a mixture of concrete walls, concrete block revetments and masonry quay walls which are in a poor and degraded condition. Currently maintained by Havant Borough Council (HBC), Hampshire County Council (HCC) and other private owners, the majority of the current defences have residual lives of less than five years (without any maintenance) and therefore, without a scheme at Langstone, the community will continue to be at significant flood and erosion risk.

The Langstone FCERM Scheme has been divided into five frontages as shown on Error! Reference source not found., to enable a targeted design for each section of the defences. Further information on the options appraisal and the proposed detailed design for the Scheme is provided in **Section** Error! Reference source not found. of the Environmental Statement.

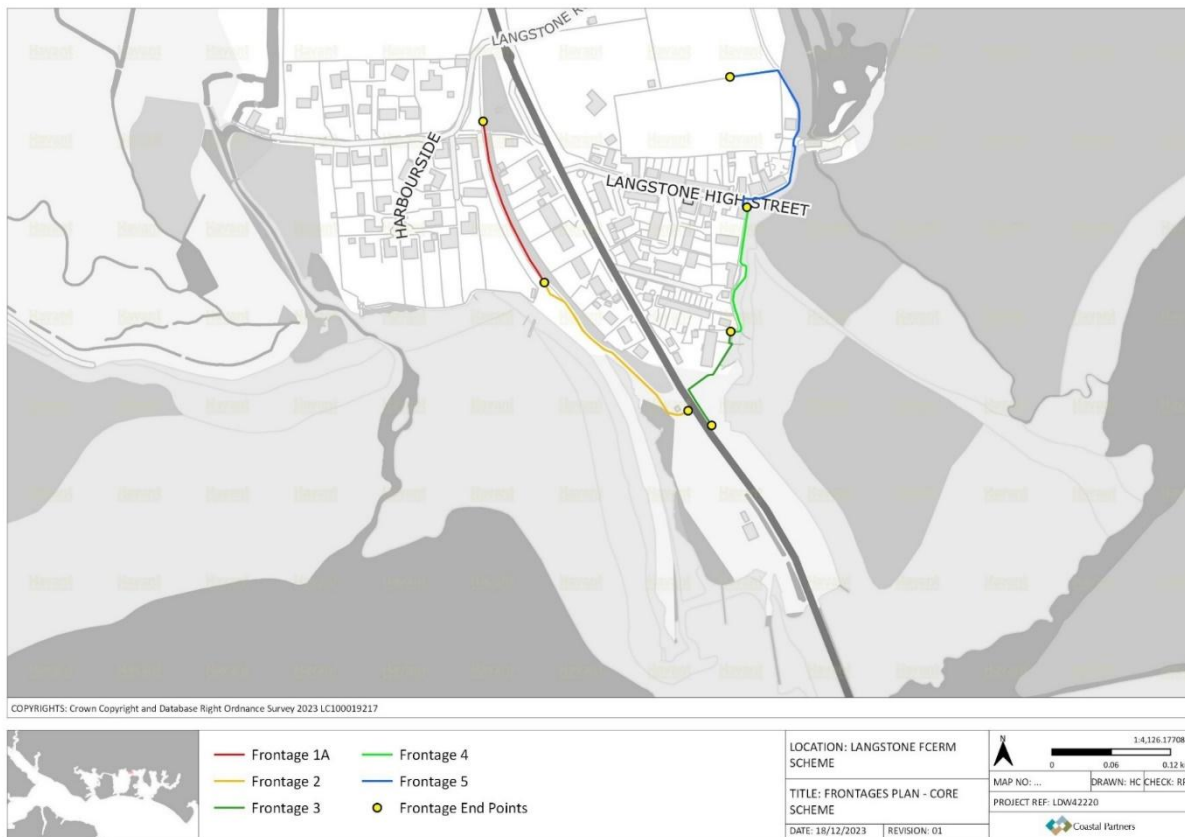


Figure 2.1: Location and extent of the Langstone FCERM scheme and associated frontages

Assuming all necessary approvals and funding are in place, enabling works for construction of the Langstone FCERM scheme are anticipated to be undertaken between April 2026 until October 2027.

3. Changes during Operation

3.1.1 New Pedestrian Islands

A new temporary access point is proposed as shown in **Figure 3.1** for the main compound. This entrance is in close proximity to an existing traffic island which would require temporary removal as part of the scheme. In order to mitigate for the removal of the existing traffic island a permanent new crossing arrangement has been agreed with the Highways Authority. This comprises a new permanent island to be sited a little further north, with the associated works required to link up to the Hayling Billy Line. The new island arrangement and associated pedestrian routes are shown on **Figure 3.2**. This new traffic island would remain during the operation of the scheme and is considered to result in benefits to pedestrians and cyclists by providing a clear crossing point along the A2023 without interfering with the turning head at the end of Langstone Avenue.

3.1.2 Permanent changes to PRowS and shared cycleway

There will be some minor permanent changes to footpath alignments and the Billy line as a result of the alignment of the proposed coastal defence. This involves a slight change in the footpath route around Green Cottage on Frontage 4 and Frontage 2, increasing the length by approximately 10m. Details of the proposed stopping up are shown in **Figure 3.3** and **Figure 3.4**. These changes are considered to result in a minor increase in length which will not affect users. Overall, it is considered the operation of the proposed scheme will increase user accessibility. This includes additional protection from flooding and reducing the gradients of existing PRowS so that they are in line with accessibility guidance. In addition, the surface of PRowS and the Billy line cycleway will be improved and widened as a result of the scheme where possible overall resulting in benefits to both pedestrians and cyclists.

Langstone FCERM: Frontage 2 - footpath diversion



Figure 3.3: Stopping up points Frontage 2

Langstone FCERM: Frontage 4 - footpath diversion

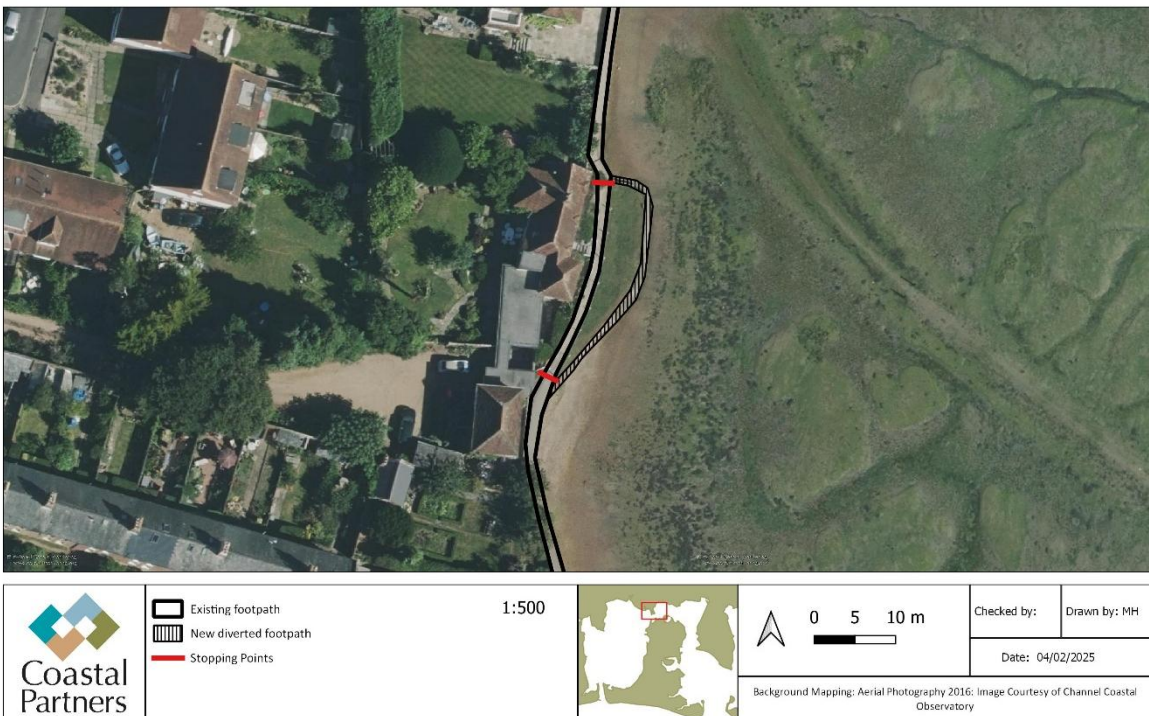


Figure 3.4: Stopping up points Frontage 4

3.1.3 Traffic from Maintenance and Operation of Barriers

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 briefly be required for the operation of floodgates and/or flip up barriers. 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. Such increases in traffic and parking are considered negligible in the context of the existing traffic volumes and parking availability.

4. Conclusion

This traffic assessment identified no adverse impacts as a result of the proposed scheme during operation. Many benefits are identified including improvement to existing PRowWs and cycleways. A key benefit to the scheme is improving vehicle access by reducing flooding risk and protecting the A3023, the only road onto Hayling Island. This 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 changes with this traffic assessment are considered beneficial.

5. Next Steps

This Outline Traffic Management Plan is submitted to demonstrate the ongoing impacts and benefits of the scheme on the highway network at the operational stage. It is acknowledged that there are still in-depth discussions to be continued with Hampshire County Council, as the Highways Authority, and that all work to the highway will need additional consents and legal agreements, eg. S278. Coastal Partners, as applicant on behalf of Havant Borough Council, is committed to these ongoing discussions and the requirements for highway works. It is also anticipated that a final TMP and CTMP will be required to be submitted and approved as part of the discharge of conditions stage in the event of planning approval being granted.

At the present time, 2no. Road Safety Audits (Levels 1 & 2) have been approved – one for the temporary compound access and new permanent uncontrolled crossings, and one for the remaining scheme.