A3023 Havant Road, Hayling Island.

Brief for use by interested parties.

This note presents the essential facts about this road. These include:

1. Highways Agency type designation and expected performance of such a road,
2. Actual performances achieved over recent years,
3. Predictions of future performance.

All measured traffic data has kindly been provided, free of charge, from HCC sources and are based on the permanent traffic counter beside Langstone Sailing Club. It is not possible to enter or leave Haying without activating this counter. This counter provides data hourly throughout the year covering, numbers of vehicle passing, vehicle length and speed. The northbound and southbound lanes are monitored separately.

Highways Agency type designation and performance recommendations.

The A 3023 is designated an S2 Road, i.e. a road with two single lanes, one in each direction.

The A 3023 generally is 7.3 m. wide (old 24 feet) apart from 200m. of dual carriageway near the Mill Rythe Schools.

Its sub-division is as an Urban All-Purpose 3 (UAP3) road.

Such a road is defined as being:

'Of variable standard carrying mixed traffic with frontage access, side roads (more than 2 per Km.) bus stops and pedestrian crossings'.

For such a road, the Highways Agency suggests the flow capacity (maximum sustainable flow) should be c. 1300 vehicles per hour in the busier direction and c. 2200 for the total flow. For this type of road it suggests a 'congestion factor' of 22,000 vehicles per day, (see actual figures below).

(It is interesting to note that widening the A 3023 to a good standard (Wide S 2,WS2) would still not meet the Agency's recommendations and that only a dual-carriageway would do so).

Useful indicators to assess road performance are the Annual Average Daily Total flow (AADT) and for individual days, the Average Daily Total (ADT). Below we use the weekday (Mon – Fri) and full week figures. Peak flow is also a critical factor

HCC has chosen to comment that the A 3023 is no different from the A32 north of Gosport or the A27 west of Fareham. HIRA has carried out a video survey of both these routes and it is clear that these routes are of much higher standards but that their flows are severely limited by their Fareham and other major junctions. The A2023flow however is demonstrably limited by the road's own characteristics rather than its equivalent exit at Langstone. It is equally clear that the increasing afternoon demand on traffic to enter Hayling cannot be met by the access road to Hayling thus often causing traffic chaos in Havant itself. This is a problem identical to that at Fareham but in reverse. Any attempt to force extra traffic to enter Hayling will only exacerbate those Havant problems.

Measured figures for A 3023 (from HCC data)

The following AADT figures have been extracted from the HCC data.

They relate to the years 2011, 2015 & 2016. . Figures for weekdays and full weeks are shown. It should be noted that the 2016 figures start to include traffic resulting from the current building programmes on the Island. The 2% increase in one year this is quite significant.

		North	South	Total	% up on 2011
WEEKDAYS					
2011:	Mon – Fri	12521	12642	25163	0.0
2015	Mon – Fri	12889	12953	25722	2.7
2016	Mon – Fri	13204	13275	26479	5.3
FULL WEEKS					
2011	Mon – Sun	11972	12036	24008	0.0
2015	Mon – Sun	12400	12407	24807	3.3
2016	Mon – Sun	12634	12646	25280	5.3

During the holiday week beginning 22/8/2016, significant congestion was experienced on Hayling due to extra traffic.

Weekday figures for that week showed an ADT of 29582 vehicles. It is clear that such a level of traffic is unsustainable for a community with only one access road. This AADT figure can be taken as an indicator of what might occur in future if traffic is allowed to rise to similar levels.

Looking now at capacity issues for the A 3023, it is clear that the maximum flow achieved in any set of data is about 1300 vehicles/hour northbound and slightly higher southbound. The difference is because northbound traffic collects new vehicles at each junction causing delays that reduces capacity whereas southbound traffic usually peels off vehicles and hence a better flow is achieved. This figure is similar to the other roads mentioned earlier.

In case of Hayling virtually nothing can be done to increase flow capacity other than by carrying out major capital works.

In all these cases (A3023, A32 & A27 the only way more traffic can be handled in total is by extending the times over which the peak capacity occurs. In the cases of the A32 & A27 their slightly higher AADTS are indeed achieved by having many hours per day of considerable congestion.This is hardly a solution when business demands, train or school times have to be met.

The future.

Havant Borough apparently has not denied the possibility that over 1200 new houses may be built on Hayling in the next 20 years. Taking into account the type of family houses being proposed it is reasonable to assume that such properties will generate, proportionately, more traffic than the current population mix. This will exacerbate any likely future road performance .

A 1200 increase represents a rise of up to 15% in houses on Hayling. Based on the above figures it is clear that the A3023 will be totally saturated before the houses are completed.

Looking at the detailed figures, the morning traffic peak flows (limited by the road) occur in the period 0700 – 0900 hours with afternoon peaks occurring after 1600. It is unlikely that either of the current peak periods will extend by less than 2 hours.

When faced with the uncertainty of being able to leave the Island when desired, people will risk leaving during the peak periods thus increasing demand at those times. This will result in vastly increased congestion leading to frequent gridlock.

Conclusion.

All current large scale planning applications should be blocked on Hayling until the Local Authorities have proved that all such proposals are sustainable and in accordance with the various National Planning criteria, particularly those for roads. For those interested, most of these are contained in the Design Manual for Roads and Bridges (DMRB), readily accessed via the Internet.

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