Professor Nick Hounsell's deputation to the Call In/Scrutiny Meeting on 10 March 2020

The major constraint on the highway network is the fixed capacity of the bridge, and there are no alternate routes or economic opportunities to increase its capacity.

The frequency of congestion will get worse in future through natural traffic growth, even without further development on Hayling Island.

The Paramics modelling process used appears to have followed Government guidelines for normal situations. However, modelling only neutral days in neutral months is insufficient for Hayling, given its road layout and the significant additional summer traffic.

The Council are now proposing mitigation measures to counter the unwanted impacts of future traffic growth. I see no evidence in the modelling results that the proposed new junction designs will be effective for the A3023. They will actually cause more stop-start conditions on this road at all times.

In my view, there needs to be a clear strategic analysis of forecast traffic demand on Langstone Bridge for the next 60 years, to predict impacts on future generations.

Specifically, this analysis would be of volume to capacity ratios on the bridge for a range of forecast scenarios. These scenarios should include more realistic estimates of windfall housing on the Island than have been used to date, they should include summer traffic and they should clearly show best and worst outcomes. Such an evaluation could be achieved with new data analysis and new Paramics modelling and would clearly show <u>when, how often and how badly</u> the bridge would become overloaded in the future.

My recommendation is that the decision on the Addendum is delayed until the flow/capacity analysis on the bridge is completed, and findings become part of the decision-making process.