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We find the Report fundamentally flawed with relation to the statements on p. 12 3.16 – 3.18 inclusive. We residents on the Infrastructure Advisory Group repeatedly requested working with HBC in 2018 to agree appropriate data input, suitable route testing and selection of days to include Mondays, Fridays including summertimes for a realistic and therefore sustainable Transport Assessment for Hayling's unique geographical, demographic and mixed economy. These points have been expressed in more detail in Save Our Island's Review which you have agreed to study and take into account.

Please re-visit the peak-period modelling aggregating of traffic over a 3 hour period rather than a one hour period: this disguises and does not accurately reflect the actual impact of traffic congestion at peak and mid-peak periods.

Please also include assessments, as these will affect Hayling's transport network, of Hayling's

1) annual flooding incidents – whether from sea water, surface water, Southern Water's and Portsmouth Water's burst pipework which have completely disrupted traffic flow with either effluent or fresh water. To date there is no immediate solution to, particularly, Southern Water's old sewage pipework on Hayling.

2) annually aggregated windfall properties: if these are only assessed case by case, then their incremental effects cannot be accurately identified. This point has been raised by others at our various meetings.

Sections 6.22, 6.37 & .38, 6.42 present and describe the Billy Trail as a realistically alternative motor transport route. Our concern is that assignment of this Trail to a Transport section of HBC and/or HCC in an effort to offload the costs of Trail renovations is a dangerous step towards such bodies' eventually making the Trail far more than an "emergency access" and "autonomous vehicle" route.

Section 6.27 on the Trail surfacing: the 5 years of "self-binding sponge gravel" surface material has clearly demonstrated its robustness in the Trail's challenging coastal environment with a full range of users from horses, cyclists, wheelchairs & pedestrians. It has shown self-repair in a way that we cannot expect from, for example, tarmac. It is essential to keep in mind the Trail's users in this issue: horses' hooves, cycles' narrow tyres & light non R.T. Act motor vehicles, pedestrians and wheelchair users need a smooth, secure surface. Therefore the Trail's main section south from the Oyster Beds does need the proper foundations that the self-binding surface provides so the "recycling" surface proposal is obviously unsuitable. Scalpings, we are told is currently in use, has proven to be unsuitable owing to its roughness, maintenance requirements to contain it & bed it in – none of which is done on the Trail. Tarmac is affected by the salt water and extremes of temperature, and requires more frequent, essential maintenance. Concrete becomes slippery in icy weather, dirt will accumulate on its relatively smooth surface so again maintenance will be essential to keep it in a safe condition.

Please re-consider the Assessment's aspirations and therefore the Report's description for the Trail so that:

- the self-binding sponge gravel surface is presented as a robust, smooth, low-maintenance surface for a variety of users;
- its possible re-location does not in any way impact on the existing Solent Waders and Brent Goose Network "Core Area" and "Primary Support Area" on the east side of the Billy Trail, nor the proposed Brent Goose Refuge otherwise it is blatantly ridiculous to consider that Refuge as any Refuge at all. Sec 6.40 refers to the possible Goose Refuge as being a suitable site for the Trail's recessionary route resulting from further coastal erosion: attempting to combine the Trail's human activities with a wildfowl refuge is a contradiction in terms. There can not be a 'dual purpose'.
- it is not used as a convenient by-pass by vehicular traffic when congestion constricts the A3023. It is inconceivable that even emergency vehicles, travelling of necessity at speed, could possibly be permitted on the Billy Trail where pedestrians, wheelchairs, cyclists & adjoining it, horse-riders, can expect to be found. It will be impossible to stop such users when such 'emergency' vehicles need to use the Trail. To deprive everyone of the Trail's established usage is a travesty of a key attraction for visitors and residents to Hayling.
- safety is vital: there must be a dividing, simple wooden fencing separating the horse track from the cyclist/pedestrian; lights especially low level are welcome for all users; removable barriers at either end must prevent joy riders yet permit essential maintenance when necessary; ESCP support in providing long-term flood barrier for the Trail's weakest sections needs to be sought – ESCP are already seeking Islanders' interests so we look forward to our Council also working to protect the existing Billy Trail.
- the reference to an autonomous vehicle is omitted as it would inevitably prevent others' use of the Trail with no realistic evidence of its advantages. Elsewhere in the country they have not worked as expected & for it to take up Hayling's only remaining leisure route to encourage people to exercise & get out of a vehicle is contrary to the NPPF's requirements for green and healthy routes for everyone.

To suggest such use of the Trail betrays the fact that there is no vehicular alternative to the A3023 on Hayling and any so-called mitigating efforts can only relieve the road's traffic problems as they are now, and will do nothing to manage the additional traffic from about 1100 new homes by 2036, let alone the windfall which is certainly not taken into account in your Traffic Assessment.

END OF RESPONSE