

Appendix C - Summary of Bids (Regulation 123 List/Pot Bid)

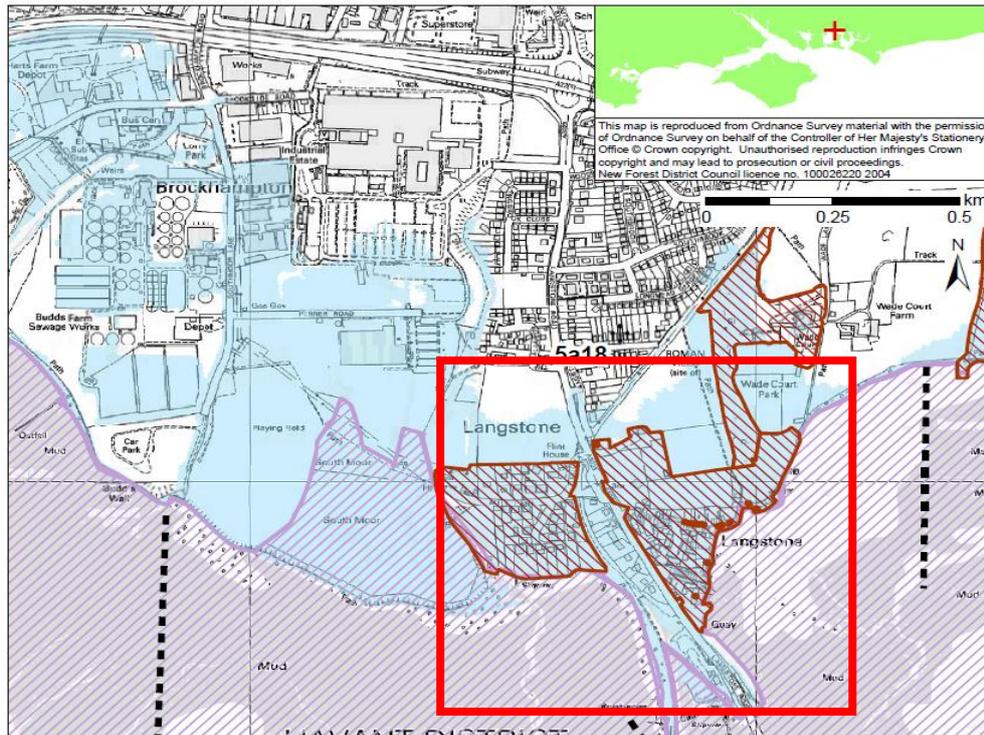
(Please note the numbers in the brackets are for reference purposes only, green highlight indicates those bids still under consideration)

Project	Page No
Langstone FCERM Scheme (1)	3
Hayling FCERM Strategy (2)	6
Park Road Corridor Feasibility (3)	8
Elmleigh Road – Pedestrian and Cycle Improvement (4)	10
Waterlooville Town Centre London Road Shared Cycleway (5)	12
Milton Road Roundabout – Accessibility and Safety (6)	13
Hambledon Road – Provision of Cycle Route (7)	15
Warblington Interchange – Feasibility (13)	17
Hooks Row – Shared Pedestrian and Cycle Link (16)	20
Bidbury Mead – Footpaths and Cycleway Improvement (8)	22
Hulbert Road/Bedhampton Road Junction Upgrade Feasibility Study (9)	24
West Street, Havant – Public Realm Improvements (10)	25
Petersfield Road Accessibility (11)	26
Bid in abeyance (12)	28
Tempest Avenue to A3M Link Path (14)	29
Play Leigh Park Gardens (15)	31

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Langstone FCERM Scheme (1) £2,550,000 over 4 years

There is a requirement to develop a Flood and Coastal Risk Management (FCERM) Scheme to reduce flood risk to 59 properties (present day) and 86 properties (2115) to a 1/75 - 1/200 year standard of protection at Langstone. The scheme has the potential to avoid ~ £16 million of damages associated with a 1/200 year tidal event - not including the impact on the local/ regional economy as a result of potential road closure.



(Scheme Location)

The HBC Draft Local Plan Housing Statement includes proposals for future development on Hayling Island - on the assumption that the Langstone Scheme is **essential** or possibly **critical**, for development to go ahead. As such, this scheme would help HBC to meet its objectively assessed housing need by unlocking future development sites.

In addition, the scheme will:

- Reduce future erosion and flood risk to the A3023 highway, Langstone Bridge
- Reduce the potential for loss of life directly and by securing the only vehicle access to the island for emergency services
- Improve the public realm and human interaction with the coastline

The long term delivery of the Scheme will be dependent on additional funding sources. Other sources being explored include; FCRM Grant in Aid and Regional Flood and Coastal Committee Local Levy.

To date £75,000 has been provided by CIL and £301k has been secured from Regional Flood and Coastal Committee Local Levy. This funding will be used to develop the outline design stage of the project. Further CIL funding is also required for future phases of the project and is being requested via a pot building funding bid process – see table below.

Table 1.1: Funds needed for future Langstone FCERM Scheme

Langstone FCERM Scheme - CIL Pot Building Request 2018-2022					
Year	2018/19	2019/20	2020/21	2021/22	Total
CIL funding ' <i>Pot Building</i> ' request - inc 60% Risk	575,000	575,000	700,000	700,000	2,550,000

Examples of flooding at Langstone to a 1/10yr level in 2013/14:



Historic example of flooding at Langstone in 1995 – flood level unknown:



Officer Comment: During the last spending decision round, it was agreed at Council on 21 February 2018: 'That the balance of the CIL Pot be retained and expenditure further considered on Langstone FCERM Scheme in the 2018 CIL Funding Decision once the Draft Havant Borough Local Plan 2036 has been published and the outcome of the consultation is known'.

The Pre-Submission Version of the Havant Borough Local Plan will not be in the public realm until the papers for Cabinet and Council of 30 January 2019 are published. However, it is recommended that CIL funds be committed to this scheme to 2022 as this scheme is critical to the delivery of the Havant Borough Local Plan 2036 as outlined in Table 1.1.

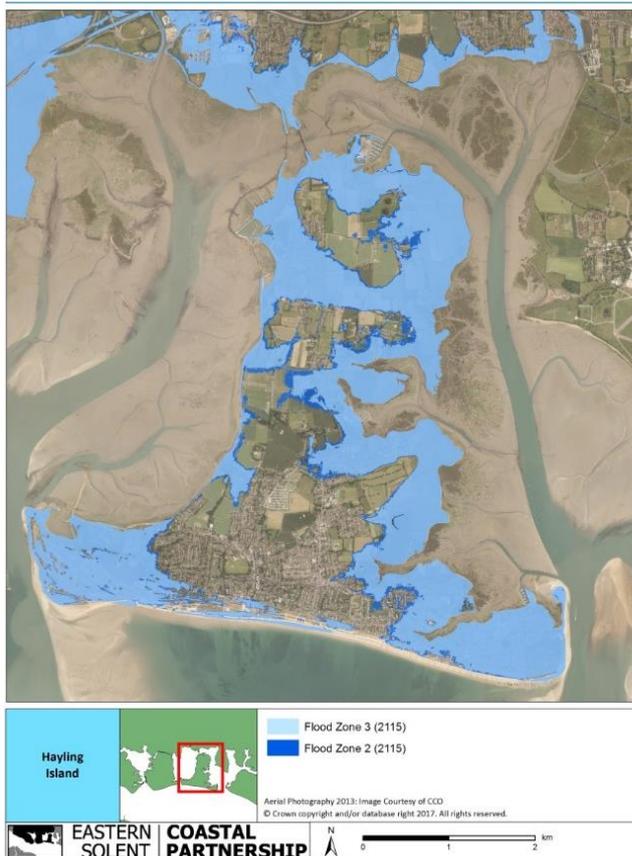
Hayling FCERM Strategy (2) £0 to £533K over 4 years

The aim of the project is to develop an FCERM Strategy for the entirety of the Hayling Island coastline for the next 100 years.

The North Solent Shoreline management plan identified that in 100 years' time 2569 residential and 94 commercial properties are at significant risk from tidal flooding from a 1 in 200 year event along with approximately 204 properties at risk of erosion.

The Strategy would provide a route map setting out the FCERM infrastructure requirements for Hayling Island and provide a platform to make future bids for central government grant to deliver that infrastructure. This essential project would plan for flood risk to both current development, future development and the environmental needs of Hayling island. This would mitigate the constraint of flood risk identified in HBC Core Strategy 2010.

This project will also identify additional opportunities for place shaping, improved recreational access and public realm improvement.



The ESCP have already secured £190k (£247k including 30% optimism bias) towards the first stage of the project from FCRM Grant in Aid.

However, there is a strong likelihood that the Environment Agency will not grant funding for the second stage of the project given that HBC will be one of the main beneficiaries of the project. Therefore, the ESCP are now bidding for CIL funding via pot building to secure the future stages of the work (see Table 1 below).

Flood risk on Hayling Island over the next 100 years

Table 1.2: Funds needed for future Hayling Island FCERM

Hayling Island FCERM Strategy - CIL Pot Building Request 2018-2022					
Year	2018/19	2019/20	2020/21	2021/22	Total
CIL funding Pot building request 30% Risk	0	170,700	262,218	100,082	533,000
CIL funding - No Risk	0	131,308	201,706	76,986	410,000

Officer Comment: The Pre-Submission Version of the Havant Borough Local Plan will not be in the public realm until the papers for Cabinet and Council of 30 January 2019 are published.

It is however, critical to the delivery of the local plan that Hayling Island continues to be protected from flooding in the future and the strategy will provide the evidence base necessary to lever in future funding to deliver flood protection for the island. It is therefore recommended that CIL funds be committed to this scheme to until 2022 as outlined in Table 1.2.

Park Road Corridor Feasibility (3) £10K

This proposal is for a feasibility study to address two causes of ongoing congestion along the Park Road Corridor between the A27 Langstone Roundabout and the New Road Roundabout.

At Elm Lane, removal of southbound left turning buses from the light controlled junction will allow a degree of flexibility in the operation of the lights themselves and will allow buses to avoid some of the congestion by by-passing the junction at times when the lights may be showing a 'red' to other traffic. Park Road North (southbound) is one of the top links in the borough for delays to buses. More southbound traffic will be able to clear through the lights in each stage as buses will be separated out from this stream.

At Solent Road, the existing dedicated left turn lane is not long enough to avoid northbound traffic in the peak to stack back onto the roundabout and onto the A27 eastbound off ramp. By extending the existing dedicated lane the full length of the link to the roundabout traffic for Solent Road will be able to take advantage of the separate left turn stage at the Solent Road lights, reducing the length of the queue and clearing the impact on the off-slip. The work requires widening of the northbound carriageway which in turn requires a new gabion wall (similar to that which already exists closer to Solent Road) on the embankment to minimise land take from Langstone Gate.

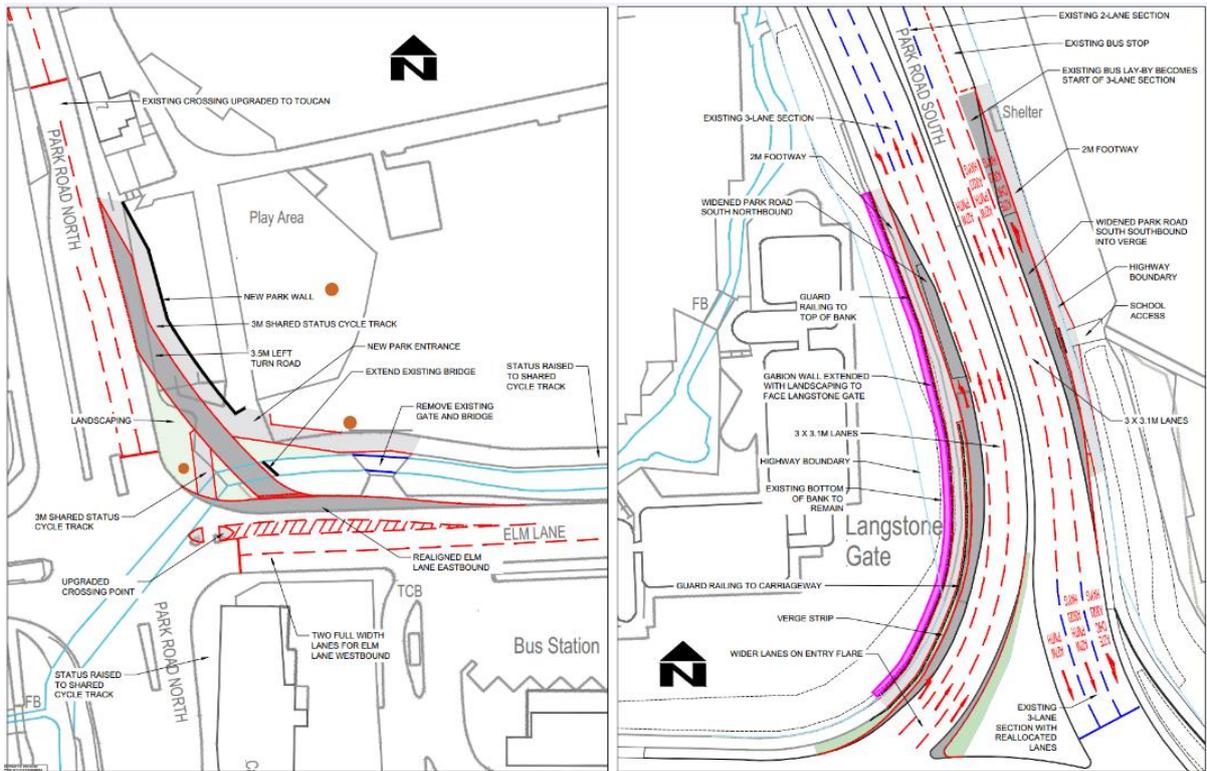
SITE PHOTOGRAPHS (© Google)



Elm Lane junction – the possible segregated left turn would pass behind the tree through an area of the Park currently used for a skate ramp. The island in Elm Lane would be relocated and enlarged to assist pedestrians crossing the road and also to increase capacity for traffic leaving Elm Lane itself.



Park Road south looking north towards Solent Road. The third left hand lane would be extended towards and through the camera location using the grass verge and footway as carriageway, with new footway provided along the embankment.



Site drawing

Officer Comment: This study may identify improvements that can be made to ease congestion which can affect the strategic road network. Congestion is expected to become 'severe' as development associated with the current and Local Plan 2036 and ongoing traffic growth continues. It is therefore recommended that up to £10K is spent on this project (with a further £20K in match funding expected from HCC).

Elmleigh Road – Pedestrian and Cycle Improvement (4) £269K

The aim of this project is to improve pedestrian connectivity between Havant Railway Station and Havant College, extending and connecting the existing off road cycle provisions within the borough. This will be achieved by a scheme in 4 phases:

Phase 1 – North of Havant Railway Station Footbridge involves raising the level of the carriageway by creating a table top in the highway and decluttering and tarmacking an area of the existing verge separating Elmleigh Road and Mavis Crescent.

Phase 2 – Elmleigh Road East involves widening the existing footway on the northern side of Elmleigh Road to 3m to create a shared pedestrian/cycle footway.

Phase 3 – Elmleigh Road West involves a continuation of the footpath widening on the north side and replanting the Hawthorn Hedge to allow for a grass buffer between footway and hedge to improve views west/east on Elmleigh Road.

Phase 4 – New Road East/Petersfield Road South involves widening of the existing footway on the northern side of New Road to 3m to create a shared pedestrian/cycle footway, connecting onto the wider cycle network, upgrading the existing crossing to a Toucan to allow for cyclists and replacement of the existing bus shelter on New Road with a new bus shelter to better accommodate shared cycle/footpath.

The proposal will make better use of our existing footways, improve safety and reliability and increase sustainable modes of travel. Without it there will be increased conflict between pedestrians and vehicles north of Havant Footbridge onto Mavis Crescent due to the high footfall and potentially increased maintenance costs for the footway if left unmaintained.

Photos showing location of each phase:

(See overleaf)

Officer Comment: Will support new development/redevelopment proposed as part of Civic Campus, Havant Town Centre etc. and improve safety and sustainability in the area. It is therefore recommended that up to £269K is spent on this project, with additional potential match funding being explored as the phases progress.

PHASE 1



View of pedestrian route looking north from Havant Train Station Footbridge onto Mavis Crescent/Elmleigh Road



Cluttered verge between Elmleigh Road and Mavis Crescent with unclear pedestrian route

PHASE 2



Existing footway north of Elmleigh Road



Looking west along Elmleigh Road, with unsightly informal footpath adjacent to footway

PHASE 3



Existing footway, verge and Hawthorn hedge on west end of Elmleigh Road



Narrow footway adjacent to roundabout heading north onto Petersfield Road

PHASE 4



Controlled crossing south of Petersfield Road B2149



Existing bus shelter and street furniture on New Road

Waterlooville Town Centre London Road Shared Cycleway (5) £16K

The project involves opening the pedestrianised zone on London Road between Stakes Hill Road and Hulbert Road to cyclists. The feasibility study will include a full public consultation and changes to the Traffic Regulation Order to remove a cycling ban. The works will include installing signs permitting cyclists to cycle on London Road.

The feasibility study, design and implementation on site will be carried out in 2019/20.

The project forms part of the borough cycle network and improves the non-motorised transport infrastructure. Improving crossings and cycle links reduce conflict between pedestrians/cyclists and vehicles as the infrastructure is made adequate for both groups. By improving drainage and resurfacing the existing footpaths, the life span of the footpaths will increase and the future maintenance costs will be reduced. Air quality and local residents' health will improve as more people opt for non-motorised means of travel. The project will be delivered by HBC CELT in conjunction with HCC. Ongoing maintenance costs will be the responsibility of HCC.



Current Views of London Road

Officer Comment: Would improve sustainability of Waterlooville, especially town centre where new development is proposed. It would also contribute to the network of borough cycle routes, potentially encouraging new cyclists. It is therefore recommended that up to £16K is spent on this project.

Milton Road Roundabout – Accessibility and Safety (6) £100K

A feasibility study carried out in conjunction with an earlier (2017) CIL funded study at this location has identified a number of relatively minor interventions to improve accessibility and reduce congestion in the vicinity of the roundabout. The interventions are:

Milton Road – provide the northbound bus stop with a half width layby to reduce the impact of a stopped bus on traffic heading away from the roundabout and the knock on effect of southbound traffic heading towards the roundabout (this location is one of the top sites in the borough for bus service delay). The impact of the bus stop in Milton Road (northbound) is to block northbound traffic from passing the bus during the peak period when traffic in the opposing direction is waiting at the roundabout. This results in traffic queueing back onto the roundabout circulatory area and often onto the approaches, adding to the congestion. This proposal will provide space for northbound traffic to pass a stopped bus, reducing the impact of any queues on the roundabout and reducing congestion overall.

Elettra Avenue – provide new uncontrolled crossing point west of the Milton Road Roundabout reflecting new desire lines following the opening of the discount supermarket and in anticipation of future growth in similar demand (this also closes a gap in the north-south off-road cycle route on the west side of Hambledon Road). A new pedestrian and cycle crossing point in Elettra Avenue close to the Milton Road Roundabout is required to reflect new patterns of demand as development of the former Brambles Farm Site continues.

Once these projects are delivered maintenance would be the responsibility of HCC.

Photos showing each location and site drawing:

(See overleaf)

Officer Comment: This scheme was identified by councillors in 2017 as part of the CIL Workshop discussions regarding the crossing at Hambledon Road/Milton Road (£117K of CIL Funds were agreed at council on 21 February 2018), as being of concern particularly on safety grounds. Milton Road is also one of the top ranked sites in the borough for bus delay. It is therefore recommended that up to £100K is spent on this project.

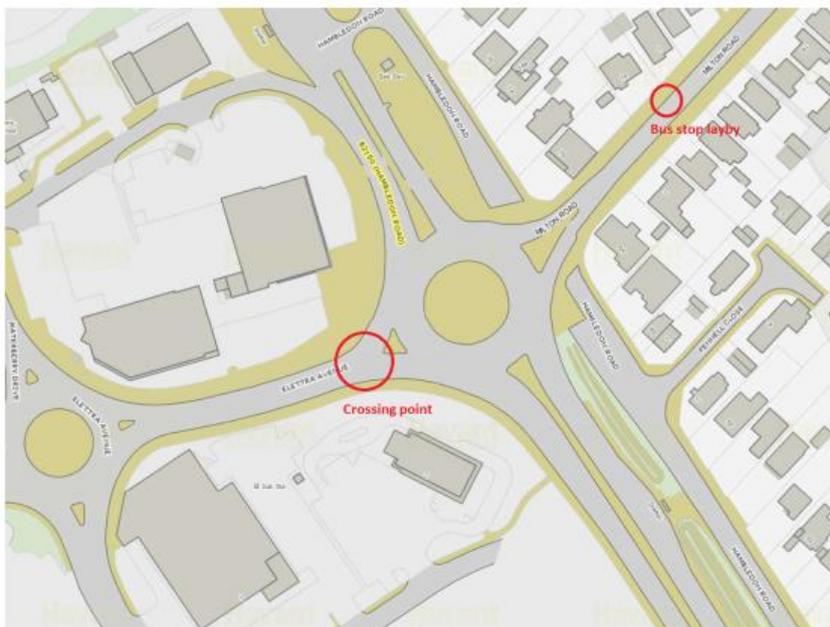
SITE PHOTOGRAPHS (© Google)



Milton Road looking north-east: the bus stop will have a half layby (the width and length of the verge shown between the lamp column and the bus stop post) installed with this section of cycle track changed in status from segregated to shared.



Elettra Avenue looking north-east towards the Milton Road roundabout. A new uncontrolled crossing point would be installed here, requiring a larger splitter island within the currently hatched area of carriageway.

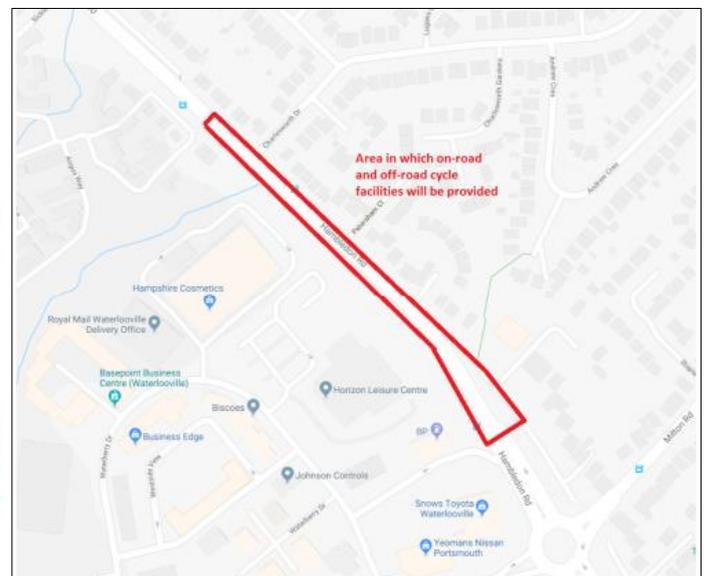
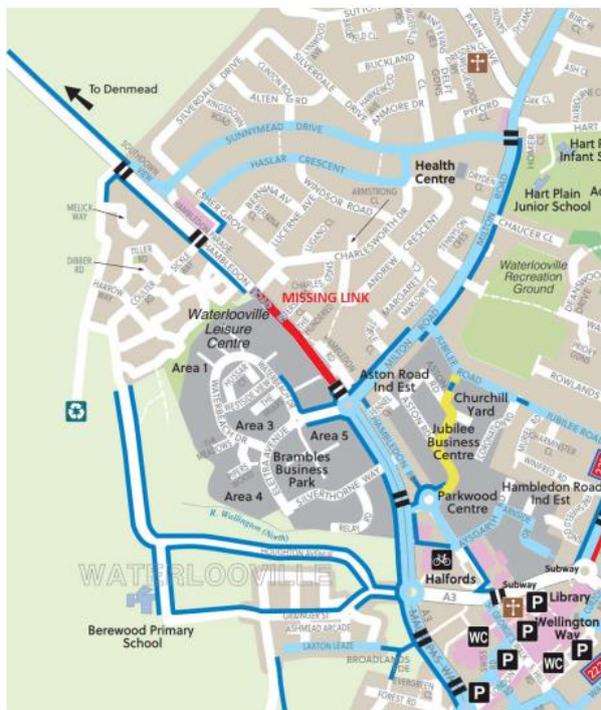


Hambleton Road – Provision of Cycle Route (7) £110K

A feasibility study carried out in conjunction with an earlier study has identified that a combination of on road and off road measures can fill a gap in the cycle network on this important and fast developing corridor.

At present the off road cycle route between Waterlooville and Denmead lies initially along the southern side of Hambleton Road. There is a short missing link at Elettra Avenue (the subject of a separate bid) and then the route continues off road to the northern toucan crossing at which point the routes finish. The off road route restarts on the south side of Hambleton Road along the frontage of the Taylor Wimpey Development and continues to Darnel Road where it crosses Hambleton Road again (to the north side) and continues out of the Borough to Denmead. The proposal in this bid is to provide a mixture of on-road and off-road infrastructure to infill the missing link in the route between the Milton Road roundabout and the Taylor Wimpey development.

Providing improved cycle facilities will encourage more cyclists away from their cars for local journeys with an attendant reduction in traffic levels. This will ameliorate the effect of traffic from additional development. The proposal will also provide improved facilities for pedestrians which includes a section of 'missing link' footway on the south side of Hambleton Road and will encourage travel on foot by making the walking route more attractive and coherent. Maintenance will be the responsibility of HCC.



Existing Cycle Network and site drawing

SITE PHOTOGRAPHS (© Google)



Hambledon Road looking north-west: additional footway will be created past the bus stop and a new uncontrolled crossing point built close to 'The Hundred'. This will then be used as part of the off-road route, along with facilities on the other side using the 'old' Hambledon Road.



Looking south-east showing the current end of the off-road cycle route (right).

Officer Comment: One of the 'missing links' in the borough's cycle network. Will also provide footway which is not present at this point, making the walking route more attractive and coherent. It is therefore recommended that up to £60K spent on this project. Potential match funding has been discussed with WCC and a bid for WCC CIL Funding was made on 20 December 2018 for £55K. We have been advised that a decision on this item should be made by the end of July 2019.

Warblington Interchange – Feasibility (13) £12K

This proposal is for a feasibility study to address congestion at Warblington Interchange.

Severe congestion is regularly experienced for westbound traffic on the A259 Havant Road arriving at the Interchange. Other traffic using the Interchange prevents this traffic from being able to easily gain access to the roundabout with morning peak queues reported on occasion reaching the roundabout at North Street, 1.5km away.

Further development along this corridor, both within the borough at Selangor Avenue and in West Sussex, is expected to increase flows along the A259 as traffic seeks to access the A27 for Portsmouth, the M27 and the A3M. Selangor Avenue development has proposed a traffic light controlled junction on the A259 to deal with its own traffic generation but this does nothing to ease congestion at the roundabout.

As part of the evidence base work for the Local Plan, the need for a new junction serving the Southleigh Strategic Development Area (SDA) has identified (subject to modelling) junction layouts which separate out westbound A259 traffic headed for the A27 by means of a jet lane.

The Feasibility Study will test the implementation of the jet lane with the necessary consideration of land ownership, tenancy issues, ecological and environmental issues and statutory undertaker apparatus. Highways England consent will be required for implementation but not for the study itself.

The study could lead either to a fully costed scheme for early implementation by a future CIL bid (or other funding sources), or to pass the study results and outline designs to Chichester DC for them to use in negotiations with their developers.

Site Photos:

(See overleaf)

Officer Comment: Various developments in the local area will contribute to increased congestion. A suitable study could potentially facilitate Highway Authority funding and/or Chichester District Council (CDC) potential contributions for the implementation of a tested scheme. As well as sites allocated by CDC at Westbourne and Southbourne other sites coming forward are likely to comprise:

UE02b Land North and West of Selangor Ave (Permission granted APP/16/00774 29/06/2018), and potentially: UE67 Land to the rear of Redlands House, UE76 Land North of Long Copse Lane plus additional sites allocated in the Havant Borough Local Plan 2036.

It is therefore recommended that up to £12K is spent on this project.

Site Photos (© Google)



Havant Road looking west – the layby would mark the start of the dedicated jet lane for traffic to Portsmouth / A27 / A3M



The Warblington Interchange with the A259 joining the southern roundabout. The junction with Church Lane is to the left. This would be closed with Church Lane realigned, which then allows the jet lane to be provided in the verge behind the white van.



The relocated junction with Church Lane would meet the A259 roughly where the lorry is parked. The hatched area would be replaced by a right turn lane into the realigned Church Lane

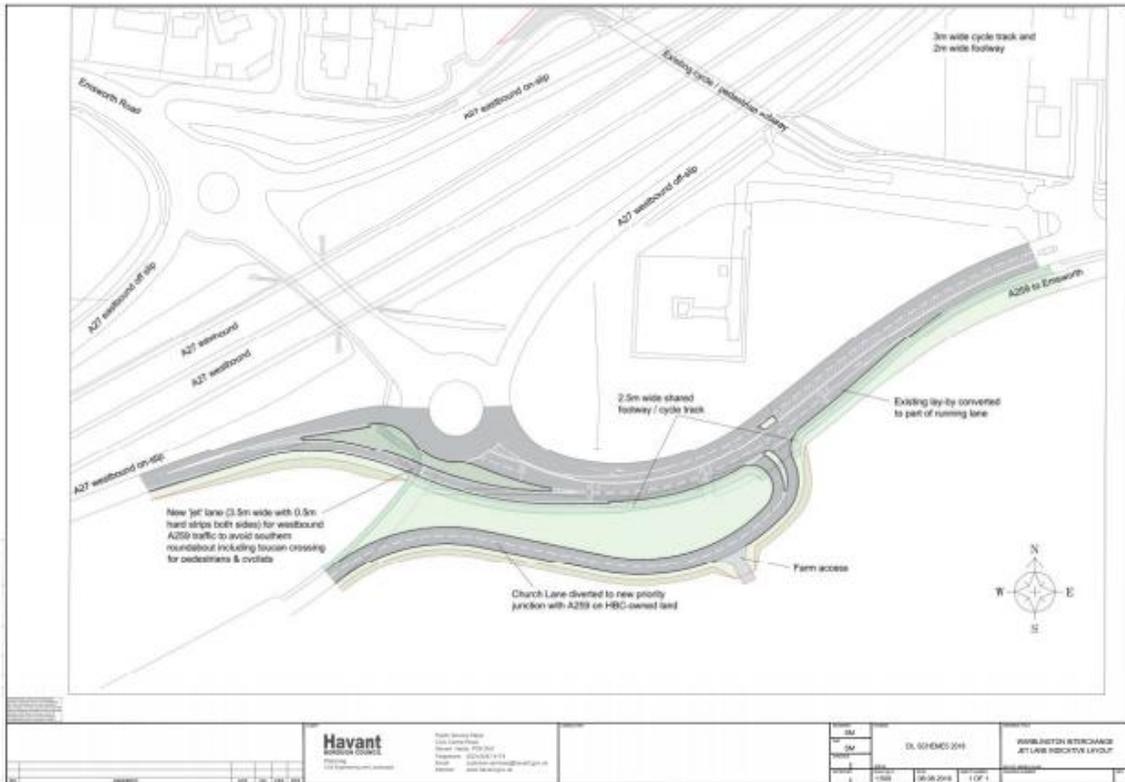


The jet lane crosses Church Lane roughly along the line of the existing footway crossing (behind the street name plates)



The A27 westbound on-slip would quickly narrow to a single lane with the jet lane then joining from the left, maintaining two lanes onto the mainline A27. The layout would be similar to that recently built at M27 junction 5 (below)





Site drawing of a potential solution

Hooks Row – Shared Pedestrian and Cycle Link (16) £115k

This proposal is to construction of a 2.5m flexible porous all weather surface shared pedestrian and cycle path along the alignment of the existing track.

The Bedhampton Area is one area in the borough which is not served with cycle paths or routes. As a result, the numbers of ‘commuting’ cyclists in particular are low and represents a missed opportunity for significant modal shift in favour of more sustainable modes via these greenways in Bedhampton and Leigh Park.

The proposed path will improve access to Bedhampton and Barncroft Primary School and allow access to the wider pedestrian and cycle network via the borough’s north/south spine route. This proposal supports the Prosperity Havant Agenda by providing a more direct walking and cycle route between the two main centres of the borough. Since 2000 a strategic sustainable transport route has been developed in stages which in the main runs alongside the Hermitage Stream. This year the route will be completed between Cowplain and Hayling Island and this proposal will link directly into this arterial route.

Other paths in the area are being upgraded at the same time such as the link to a Dunsbury Hill Business Park. Better access offered by the route would allow the community to fulfil a number of local aspirations for new leisure and environmental facilities including a Community Orchard. These would be managed by the Friends of Hermitage Stream Volunteer Group.



Images of the current path

Overleaf location of proposed footpath through Hooks Row - between Barncroft Way & Park Lane, Havant

Officer Comment: This project will, in addition to other benefits, link the Cowplain to Hayling Island Cycle Routes. HCC controlled S106 funds in the sum of £45K will be an important contribution to facilitate delivery of this scheme. It is therefore recommended that up to £115K is spent on this project.



Location of proposed footpath through Hooks Row - between Barncroft Way & Park Lane, Havant

Bidbury Mead – Footpaths and Cycleway Improvement (8) £128K

The project is aimed at improving the pedestrian and cycle links between Havant, Bedhampton, Harts Farm Way Industrial Area and Portsmouth by making use of the desire lines between Bedhampton Road and Bidbury Lane.

Currently 1.8m wide footpaths run from Bedhampton Road through Bidbury Mead Park to Bidbury Lane. There is a cycle ban within Bidbury Mead Park but some cyclists still use the footpaths. Bidbury Lane and Mill Lane which is used by the south bound cyclists are quiet roads and need no adjustments. There is an existing shared footbridge/cycle bridge across the A27 road and a shared footpath/cycle path to the south of the A27 which is used by pedestrians and cyclists heading to Harts Farm Way Industrial Area. Drainage issues which will weaken or cut off sections of the Bidbury Mead Park footpaths have been noted and will be resolved as part of this project. The Bowling Club who the adjacent land is leased to until 2027 and the Havant Borough Council Estates Team who are the land owners are supportive of the project. Consultation with the public and the Friends of Bidbury Mead Park who voluntarily maintain the park will be carried out as part of the detailed design process.

The project forms part of the borough cycle network and improves the non-motorised transport infrastructure. Widening the footpaths will reduce conflict between pedestrians and cyclists as the infrastructure is made adequate for both groups. By improving drainage and resurfacing the existing footpaths, the life span of the footpaths will increase and the future maintenance costs will be reduced. Air quality and local residents' health will improve as more people opt for non-motorised means of travel. Once the project is complete maintenance will be the responsibility of HBC.

Photos of current paths:

(See overleaf)

Officer Comment: Whilst this bid was considered desirable – there are insufficient CIL funds to consider further.



1.8m Path with Fencing and Bushes from Bedhampton Road



1.8m Path with Knee Rail Close to Car Park



Bidbury Lane Entrance to the Park

Hulbert Road/Bedhampton Road Junction Upgrade Feasibility Study (9) £12K

The project is aimed at improving the pedestrian and cycle crossings and links around the Hulbert Road and Bedhampton Road Junction and will complete part of the cycle links from Harts Farm Way to Waterlooville through Bidbury Mead and Scratchface Lane.

The puffin crossing at the Hulbert Road/Bedhampton Road Junction has an island with 3.35m width on the western side which is less than the recommended width of 4m for cycles. Widening the traffic island would require carriageway widening on the north side of Bedhampton Road for approximately 70m to allow smooth flow of traffic heading east on Bedhampton Road. Traffic modelling will need to be carried out. The refuge islands on Bedhampton Road and Hulbert Road are wide enough for pedestrian use only and the study will aim to increase their widths and possibly relocate them to safer and more useful locations for both pedestrians and cyclists.

The feasibility studies will be carried out at the beginning of the financial year 2019/20 with possible implementation on site from the financial year 2020/21. The project forms part of the borough cycle network and improves the non-motorised transport infrastructure. Improving crossings and cycle links reduce conflict between pedestrians/cyclists and vehicles as the infrastructure is made adequate for both groups. By improving drainage and resurfacing the existing footpaths, the life span of the footpaths will increase and the future maintenance costs will be reduced. Air quality and local residents' health will improve as more people opt for non-motorised means of travel.



Puffin Crossing on Bedhampton Road



Hulbert Road/Bedhampton Road Junction

Officer Comment: Whilst this bid was considered desirable – there are insufficient CIL funds to consider further.

West Street Havant – Public Realm Improvements (10) £74K

The area in front of St Faiths Church is always full of parked cars. There are other areas nearby where vehicles could be park and make the east end of West Street more pedestrian friendly. This proposal would make better use of our existing footways and improve pedestrian safety in Havant Town Centre.

It is proposed to phase the project. Phase 1 to implement a temporary Traffic Regulation Order to close off the east end of West Street to vehicles traffic for a two year trial period and restrict delivery vehicles. The market gates could be closed so that no vehicles can use the road for parking during the day. If successful, Phase 2 would involve raising the level of the road to remove the change of level at the kerbs so the pedestrian precinct would be extended to the whole of West Street. HCC would be responsible for maintenance once the scheme was complete.



**Vehicles Parked on West Street,
Carriageway to be raised level with the
footway**



**Existing Gates to be closed as part of
Phase 1**

Officer Comment: Whilst this bid was considered desirable – there are insufficient CIL funds to consider further.

Petersfield Road Accessibility (11) £180K

Petersfield Road (B2149) is a dual carriageway through eastern Leigh Park. By today's standards it is significantly over-engineered and forms a barrier to east-west movement.

Between Crosslands Drive and Bartons Road there are two subway crossings (at Crosslands Drive itself and at Stockheath Road). The adjacent road junctions themselves and at a third site at Barton's Road are controlled by traffic lights. There are two uncontrolled crossing points, one just south of Stockheath Way Hammerhead, and the other at Bartons Road.

The Stockheath Road Subway forms part of an east-west link. Requests from the cycling community to remove the need to dismount have been received but have been resisted on the grounds of visibility into the subway and the width of the ramps and box. The Crosslands Drive Subway has stepped ramps which act as a barrier to the elderly, disabled and mobility impaired (such as parents with push chairs). Residents tend to cross the road on the surface, especially during the hours of darkness, over security fears which are generally the case with subways.

By changing the arrangement of each traffic light junction (adding a pedestrian call stage to Petersfield Road movements), cyclists and pedestrians could safely cross on the surface. A 'delayed start' (where traffic is stopped from getting a green light for about 12 seconds) would be implemented for northbound traffic at Crosslands Drive and at Bartons Road; and for southbound traffic at Stockheath Road. Crossing the other carriageway at each point can be safely made under 'walk with stage' arrangements. This overcomes the severance issues.

It is possible that the presence of the surface crossing would eventually render the subways redundant with potential consequent savings in operational costs and also removing crime and disorder opportunities. HCC would be responsible for maintenance of the new crossings.

Photos of existing/sites of future crossings:

(See overleaf)

Officer Comment: Whilst this bid was considered desirable – there are insufficient CIL funds to consider further.



Crossland Drive Showing Stepped Ramp in Subway



Crossland Drive – Site of New Crossing



Stockheath Road – Site of New Crossing



Bartons Road Northbound – Site of New Crossing

Bid in abeyance (12)

Officer Comment: No action required

Tempest Avenue to A3M Link Path (14) £14K

This proposal is in three parts:

1. to provide an alternative route to the failed wood/steel bridge
2. to replace the bridge deck to the wooden bridge
3. to supplement the path over the sewer pipe

Investigations to be followed with remedial works to reinstate the northern section of the loop path through the Woods after failure of the existing wood & steel plate bridge. There are also safety issues on the path route where a crossing of the existing sewer pipe is failing and Uneven, which in low light could be a hazard, and a further wooden bridge crossing the Hermitage Stream which whose deck is failing.

The failure of the existing wood/steel bridge at the Tempest Avenue end of the path has broken the loop path in this well used area of Hurst Wood. This has stopped pedestrians using a large section of the path circuit with some walkers forcing their way through the closed off section with the attendant safety risks. The second all wood bridge across Hermitage Stream requires a new deck. Without action the deck will fail possibly when someone is walking across. The path running over the sewer pipe is being eroded away and in low light or darkness this will be a hazard for any pedestrian using the path.

Walkers generally will not be able to safely use the northern section of the loop path without resolution of these issues.

Because of these works the loop path will provide a safer route around Hurst Wood public open space for pedestrian use. Maintenance will be the responsibility CELT (HBC).



Wood/Steel bridge failure



Wood Bridge Deck



Sewer Pipe Path

Officer Comment: This project is considered to be ineligible for CIL Funding, due to the nature of repairs and the advice given under Planning Practice Guidance (Para 071 Ref ID:25-071-20140612 15/08/18)

‘The levy is intended to focus on the provision of new infrastructure and should not be used to remedy pre-existing deficiencies in infrastructure provision unless those deficiencies will be made more severe by new development.’

Play Leigh Park Gardens (15) £75K

The project will provide new play facilities in Leigh Park Gardens for families with both young and older children. The new equipment will include both traditional and elements of natural play. The design will provide opportunities for intergenerational play, supporting Havant Borough Council 'Get Up and Go' Project to improve fitness for those over 55.

The £75k project will be delivered and maintained by Staunton Country Park, part of Hampshire County Council's Countryside Service. Starting in April 2019 with design and consultation, the facility will be constructed and completed by March 2020. This will complement the restoration and improvement of the landscape and buildings in the parkland with investment from Heritage Lottery and Hampshire County Council.

As one of the most significant areas of green space in Havant, but also currently underused, investment in play provision at Staunton will meet the aims of Policies CS1 (Health and Wellbeing) and CS13 (Green Infrastructure) of the Core Strategy. It will enhance the Borough's green infrastructure resources, ensuring that it has the correct facilities to maximise its potential as a community asset which can support healthy lifestyles for a growing population.

The growth in housing across Havant means that local open spaces will become more important and valuable as community assets to support health and wellbeing. The park is the largest publicly accessible green open space in Havant and conveniently located for the residents of Leigh Park. There are a large number of sites considered for residential development within 1km of the park.

The improvements will ensure the park remains at the heart of the community as well as continuing to be an invaluable local asset.



Current Play Facilities

Officer Comment: Whilst this bid was considered desirable – there are insufficient CIL funds to consider further.