

## **Appendix D - Regulation 123 Pot Bid Summaries and Officer Comment**

(Please note the numbers in the brackets are for reference purposes only)

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## Langstone FCERM Scheme CIL Pot Building Proposal: 2017-2021 (1)

Eastern Solent Coastal Partnership **£Nil**

There is a requirement to develop an 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 road closure.

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, A27, Hayling Road 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

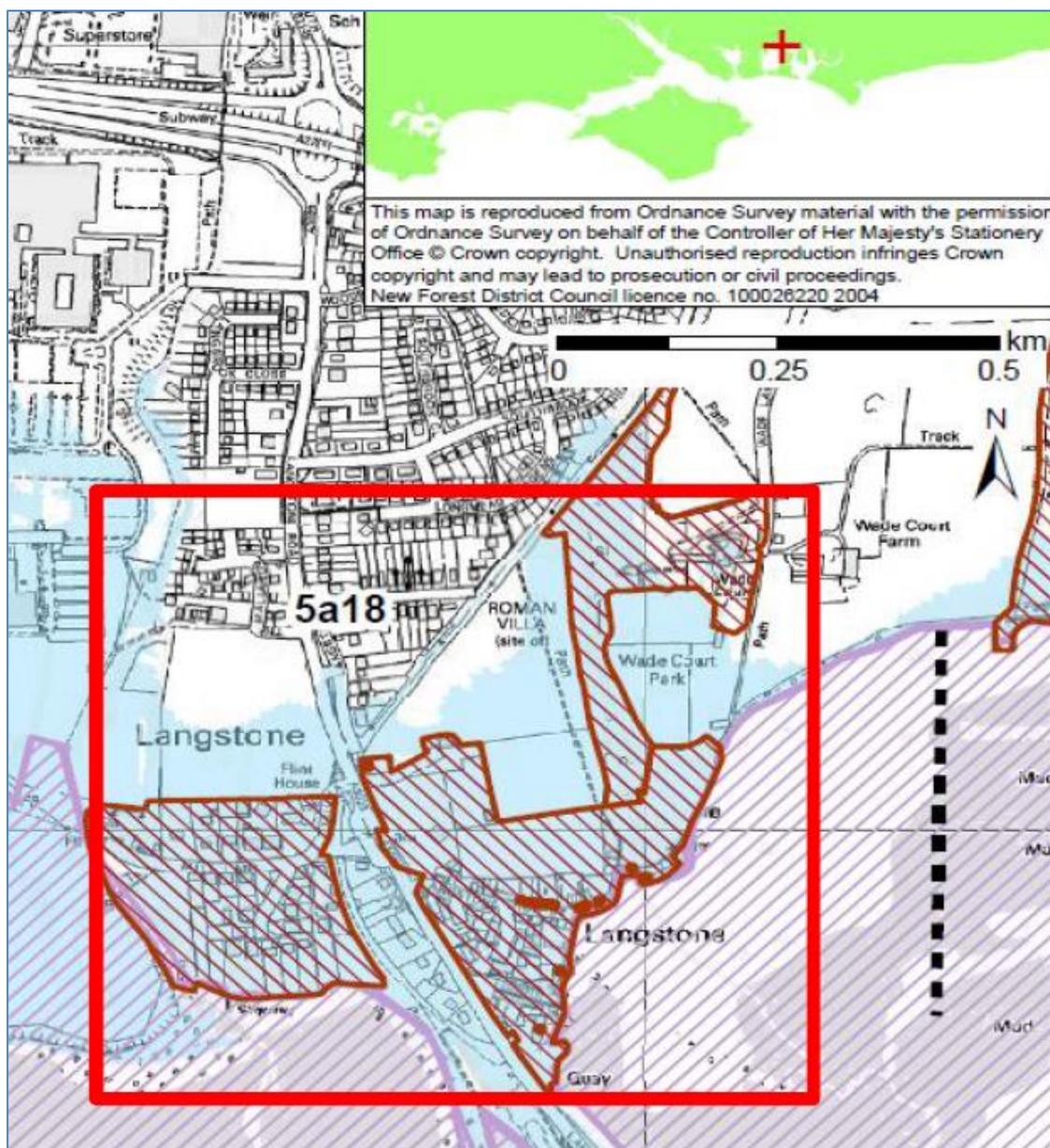
The long term delivery of the Scheme will be dependant on additional funding sources. Other sources explored include; Flood and Coastal Risk Management (FCERM) Grant in Aid and Regional Flood and Coastal Committee Local Levy.

£75,000 has been provided by CIL towards 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.

Langstone FCERM Scheme - CIL Pot Building Request 2018-2022					
Year	2018/19	2019/20	2020/21	2021/22	Total
CIL funding 'Pot Building' 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



**Scheme Location**

**Officer Comment:** Suggest conservative spending of CIL funds now to build up pot for potential future spend. This action will form part of the spending CIL Spending Decision. ESCP have advised that the EA are unlikely to sign off funding for any stage of the project without evidence that future additional funding streams have been identified and are being actively sought. The estimate of FCERM Grant in Aid is £850,342. Decision deferred until CIL Bids 2018 pending progress of the new local plan. The draft version of the local plan is currently under consultation (end date of consultation period, 16 February 2018).

## Havant Shared Pedestrian and Cycle Bridge (8)

HBC Civil Engineering & Landscape Team **£300,000 (£125,000)**

Havant Railway Footbridge is long overdue a replacement. Constructed in 1947 the bridge will need replacement in order to secure its longer term future. The existing footbridge is unsightly with parts visibly rusting. The bridge is the first or last thing you see when you arrive or leave Havant and it currently does not provide a good impression.

A recent survey found that on average a total of 3800 people use the bridge daily, therefore the footbridge provides a vital crossing point over the railway line; linking the south side of Havant town shopping centre and bus station to north side amenities such as the leisure and job centres, medical centre, college and civic campus. If the footbridge is not replaced then it is likely that within the next 10-15 years it will need to be closed for safety reasons or subject to available funding, replaced at that point. Closure would result in pedestrians and cyclists needing to make lengthy detours which would involve the use of busy main roads or a level crossing. The closure of the footbridge would have a negative effect on that part of the town Centre.

The intention will be to replace the existing bridge with a wider bridge and ramps that is visually pleasing in order to promote the proposed regeneration of the Market Parade area that will allow pedestrians and cyclist to use the bridge.



**Current Bridge**

**Officer Comment:** This bid follows on from previous CIL spends, the latest being from the 2016 spending decision to allocate £150k to continue to work with HCC on the bridge design. None of this sum has been spent remains in the CIL Pot. Of the £150k, £40k was the amount to obtain 'Approval in Principle' from Network Rail and had to be achieved by May 2018.

The Head of Planning would like to support a design competition, run by RIBA and managed by CELT. Whilst we could support a design competition, there are some existing limitations:

- Network Rail will only permit a basic bridge, spanning the track. They are looking for functional easy to maintain design that will result in minimal future closure of the track for maintenance
- They do not have the same interest in the ramps which can be of any practical design
- HCC will not accept responsibility for maintenance if the ramps are 'elaborate' or 'costly to maintain'
- It is especially important that this bridge does not become a 'destination' in its own right – particularly for persons contemplating suicide

As per Head of Planning, competition costs could be considered as feasibility. There would need to be prize money (to cover costs) – recommended budget up to £100K (plus a further 25% contingency).

The competition must comply with public procurement legislation and the 'winning' design would then have to start again through Network Rail and HCC approval processes. The CIL spend to date on this item has been £32,864.59 (for feasibility study into bridge options, outline design and public consultation – spend approved at Council on 18 February 2015). The benefits of running a competition include the potential to increase community and stakeholder engagement and the wider conversation around the aspirations for quality design in the town centre and the shift in development values associated with Havant.

There are proposals emerging alongside the draft local plan for development aspirations on either side of the railway, and the bridge is critical to linking these. Therefore, the use of CIL in exploring options for the bridge are both complex and fundamental to the future of the town centre. A separate report is recommended for the Council to consider these wider implications.

## Warblington Footbridge (9)

HBC Civil Engineering & Landscape Team **£150,000**

Southleigh Road level crossing is located adjacent to Warblington Railway Station and just north of Warblington School. In recent years there has been significant development north of the level crossing. Southleigh Road is the only road in and out of Warblington and Denvilles area and therefore when the level crossing is down creates vehicle congestion and creates delays for pedestrians and cyclists. The railway line is the main south coast route and although only 2 trains per hour stop at Warblington Station, there are typically 8 other non-stop services that run on the line per hour. During peak times there are up to 12 trains per hour plus the occasional freight train using this route. This results in significant down times for the level crossing barriers of up to 30 minutes per hour.

There are approximately 700 students at Warblington School with 450 students living north of the crossing gates. The newly constructed shared walking and cycle path between Warblington and New Lane has improved access between Warblington and Havant. By constructing the bridge with a cycle gully ramp will improve access to the school and Havant. It will also reduce the risk of indiscriminate cross of the railway.

We do have an informal agreement with Network Rail to move the project forward and potentially carryout further feasibility work (subject to funding) up to full design stage. Network Rail funding is committed on projects up to March 2019. However, due to the existing funding and support from the local authority, Hampshire County Council and the community, Network Rail are seeking early release of funding control period 6 (April 2019 to March 2024) in 2018/19 for the full design of the bridge. If CIL and early release of the Network Rail funding is approved potentially the bridge could be built in 2022/23.

Funds required, total of £150K: This will fund HBC costs including planning application (up to £10K) and Network Rail costs to design, secure funding, program works etc. (up to £140K)

### **Match funding:**

HCC committed funding until 2020 £647,784.07 (S106)

Network Rail identified/are exploring the remainder of the funding in the region of £852,407.00.



**A visualisation of potential bridge**



**Students waiting at Level Crossing**

**Officer Comment:** *Recommend up to £150K is spent to assist in the delivery of this project. This will ensure S106 funds are able to be spent (rather than returned) and a significant piece of local infrastructure provided. Albeit with delivery anticipated in 2022/23.*

## Bushy Lease Strategic Sustainable Access Route (10)

HBC Civil Engineering & Landscape Team **£323,000 to £373,000**

The project will create a further section of a strategic sustainable access route for use by pedestrians, cyclists and mobility vehicles between Havant and Waterlooville avoiding alternative busy roads or indirect routes. The section subject of this bid will link Park House Farm Way with Hulbert Road as part of a longer route between the two town centres. The new route will give improved countryside access including to new facilities requested by local volunteer groups such as a community orchard.

The proposal supports the Prosperity Havant agenda by providing a more direct walking and cycle route between the two main centres of the Borough whilst at the same time improving access to the new Dunsbury Hill Business Park and the wider countryside.

Footpath 508 would be upgraded north of Park House Farm Way, with a new bridged crossing of the Hermitage Stream in turn linking to a new section of track to be built joining into Fitzwygram Way near to the Hulbert Road roundabout to deliver a completely off-road route from Havant Town Centre as far as A3M Junction 3.

Other paths in the area would be upgraded to a rural standard reflecting the sensitivity of the woodland environment. Connections of these paths into various parts of the Dunsbury Hill Business Park infrastructure would create a relaxing woodland and countryside environment where walks and cycle rides could be enjoyed during breaks.

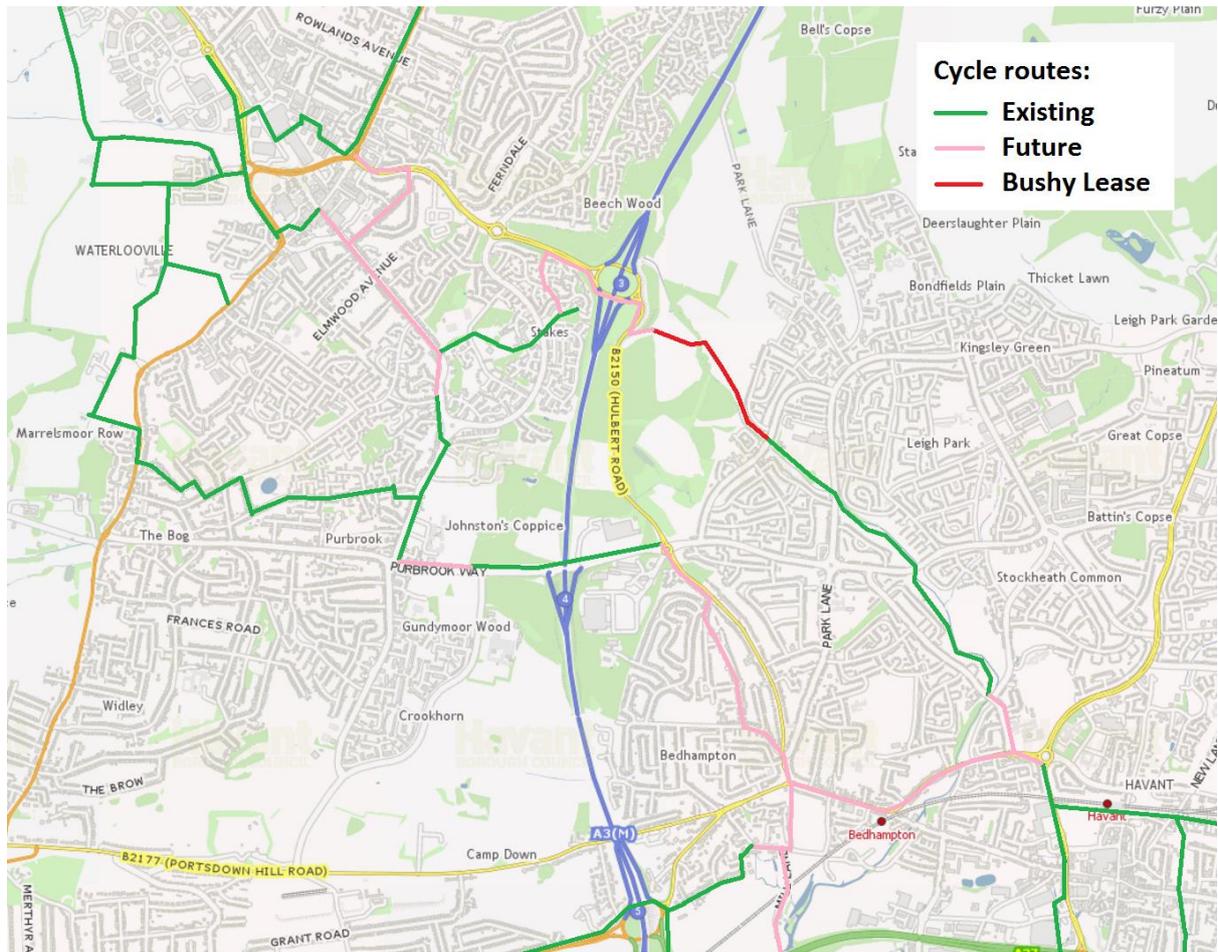
The Environment Agency (EA) is pursuing a programme of improving the environment and water quality of the Hermitage Stream and would be able to provide match funding due to the positive effect of the new route on the river including better maintenance access and improved interpretation of the historic and natural surroundings.

Lottery funding would also be sought for the community orchard.

**Map: Oblique aerial view showing the Dunsbury Hill Business Park and the inter-relationship with the proposed Strategic Sustainable Travel route (shown in red) with the other (existing) routes between Havant and Waterlooville shown in yellow**



**Location of the Bushy Lease Strategic Sustainable Access Route (red) in context of the wider existing (green) and funded/proposed (pink) cycle network**



**Officer Comment:** EA 100% match funding currently available. Recommendation of the spending of CIL Funds up to £373K would lead to the delivery of a much larger project. The project has significant health, wellbeing and sustainable transport benefits and is key to the sustainability of Dunsbury Park.

## **Hambledon Road/Milton Road Safety Improvements (20)**

5HBC Civil Engineering & Landscape Team and HCC **£117,000**

This would be a joint project between Havant Borough Council and Hampshire County Council.

With the development of the BAE site in Waterlooville with Lidl and McDonald's there is a new unforeseen desire line for pedestrians and cyclists across the busy Hambledon Road just south of the Hambledon Road/Milton Road Roundabout. The proposal would be to construct a Toucan crossing to aid pedestrians and cyclists across this busy 4 lane road.

Unfortunately, when the development of the BAE Site was in the planning stage nobody foresaw this desire line. The developer is unwilling to contribute towards a crossing. The request for the crossing point has come from Hampshire County Council who are very concerned about the number of people and the location where pedestrians are crossing and the potential for an accident. A 12 hour survey of people crossing the road in this location was carried out on 18/9/2017 (prior to the opening of Lidl anticipated autumn 2017. There were a total of 77 pedestrians. Of these 37 were adults including 2 with cycles. And 40 were children including 14 on cycles. The busiest time was between 3-5pm with 33 pedestrians crossing (include one of the adults recorded as being disabled). The total vehicle flow for the dual carriageway over the period was 28,908. The site of the proposed toucan is on the HCC Casualty Reduction Programme as needing attention due to the risk of serious accidents occurring.

This proposal will help support one of the fundamental aims of the Council as stated in the Core Strategy to support our communities including development within the borough and improve infrastructure. Having the right infrastructure is critical to making a place somewhere that people want to be, live and work.

It has been proven that to support development and employment we must improve infrastructure. The proposal will make use of our existing road network, improve safety, reliability and increase sustainable modes of travel.

The cost of the project is £280K. The amount required from CIL is for design and delivery of this project is £117K. HCC are 'match funding' this project by contributing £163K (£133K from existing S106 contributions and £30K from the HCC Safety Engineering Team). HCC will be responsible for future maintenance.



**B2150: Hambledon Road, Location of Waterlooville Proposed Toucan Crossing – Photo courtesy of Google Maps**

**Officer Comment:** Supports integration of this part of Waterlooville with the remainder. Safe crossing of desire line path, where activity is going to increase with the opening of Lidl. HBC CELT involvement. There is the potential for future S106 funding to come out of the major outline application for the BAE site anticipated later this year, if requested by HCC when consulted. However even with an outline application being submitted there could be a considerable delay in the implementation of the planning permission. So this option would not be ideal in respect of timing given lives currently at risk.

On 15<sup>th</sup> September at the CIL Workshop the Councillors requested additional information regarding this proposed project:

- **Can some other traffic management scheme be put in place e.g. railings to prevent crossing at point?** 'HCC road safety are adamant that installing railings would not improve the safety as experience has shown that guard railing does not stop determined pedestrians from attempting to cross here and may ultimately create an additional problems especially in this location as children make up the main pedestrian flow. The one day pedestrian count recorded 40 children out of 77 people counted. Also removing or closing the footway link/crossing point is unlikely to stop abled-bodied pedestrians from crossing here as it is on the desire line.'
- **What about the immediacy of other Toucan near Snows Toyota and implications on traffic flow?** 'The proposed pelican/crossing would stand alone and only be triggered on demand (when a pedestrian pressed the button). It would not interfere with the toucan north of the Milton Road Roundabout.'

In January 2018 HCC increased their match funding, reducing the amount of CIL required from £140K to £117K to complete the project and provided the following additional information:

- This scheme is in our draft 18/19 feasibility study programme. The proposed scheme is to install a new toucan crossing plus a shared use path on the eastern side to enable cyclists to access the Hambledon Road side street and cycle route. The feasibility study will assess the need to move the bus stop and any utilities and provide a cost estimate for all the elements

- *HCC have commissioned Skanska to carry out some safety remedial works at the roundabout relating to cutting back of vegetation to improve sight lines*
- *HCC ITS group have carried out an initial preliminary study to assess if a toucan can fit*
- *The site of the proposed toucan remains on the HCC Casualty Reduction Programme as needing attention due to the serious risk of accidents occurring*

## Rusty Cutter – Teardrop Link Road Capacity Enhancement (12)

HBC Civil Engineering & Landscape Team **£150,000**

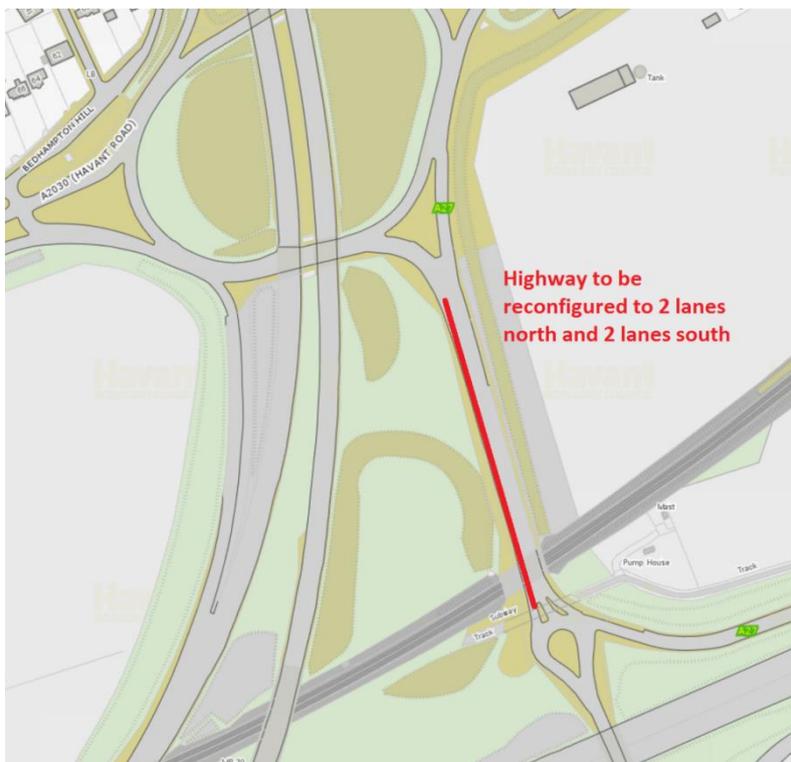
The project seeks to improve the capacity for northbound traffic between the 'Tear Drop' junction and the 'Rusty Cutter' junction, thereby providing congestion relief.

At present northbound traffic approaching the 'Rusty Cutter' roundabout is constricted to a single lane until some 35m from the give way line at which point the single lane widens to three lanes – marked A2030, A2030/A3M, A3M/B2177. However most traffic is heading for the A3M and enters the central lane, thereby negating the capacity – lanes 1 and 3 are often empty with all traffic waiting in lane 2. In the evening peak, this results in a 'bottleneck' effect. The resulting queue rapidly extends back into Harts Farm Way, regularly reaching the Southmoor Lane junction and causing conditions approaching gridlock across the south west quadrant of Havant town centre.

The project proposes to reallocate road space to give two northbound lanes within an overall four-lane carriageway, increasing the ability of traffic from the A27 (east) and Broadmarsh to access the Rusty Cutter roundabout and the A3M. The proposal is to slightly widen the carriageway on the west (northbound) side by approximately 0.5m (possibly requires moving of lighting columns, road signs and crash barrier) and reduce the speed limit on the link to 40mph. This would allow four 3m wide lanes to be marked within the road space available. This would then allow provision of two northbound lanes for the full length of the link road, with signage encouraging A3M traffic to use both lanes.

This would effectively double the northbound capacity of the link road and allow more traffic to enter the roundabout during each change of the traffic lights on the following A3M exit. The resulting reduction in congestion will reduce CO2 emissions and improve air quality.

**Location of the area around the Rusty Cutter junction (A3M junction 5) showing the length of road to be reconfigured.**



### **Officer Comment:**

*Recommend up to £150K is spent on this project, which appears very good value for money and will support Prosperity Havant; particularly in respect of access to the A27 and Harts Farm Way and should have an immediate beneficial effect to reduce congestion. This project has the support of Highways England.*

*A transport assessment report is awaited which will give credence to the deliverability of Brockhampton West. If deliverable this would be a longer term project.*

## Eastoke Corner Car Park (7)

HBC Civil Engineering & Landscape Team **£115.000**

A substantial local transport and coastal infrastructure proposal in support of the Prosperity Havant agenda, to deliver regeneration for Hayling Seafront.

Proposals will be developed for:

- Coastal defence replacement (declining timber splash wall)
- Car park appearance and efficiency enhancements
- Cycle access and storage facility improvements
- Beach accessibility improvement

This tourism and retail destination requires efficient, attractive parking facilities combined with renewal of declining coastal defences. It will be delivered by HBC Civil Engineering & Landscape Team and Eastern Solent Coastal Partnership. Aims:

- Replacement coastal defences to protect local homes and businesses.
- Enhanced destination appeal to benefit local business and promote investment.
- Increased parking efficiency to directly benefit Council revenues.
- Encouragement of cycling to benefit local networks and air quality.
- Improved beach accessibility to benefit a broader range of visitors

The 'do nothing' consequences include continued decline of the existing coastal defence (timber splash wall) and parking area surface, increasing maintenance costs. Parking will continue to be inefficient – adversely impacting direct income to the Council. Existing local business could decline due to lack of investment, potentially further reducing visitor numbers.

The proposal accords with HBC's Core Strategy and supports several key policies. A fundamental Borough Council aim is to support our communities and improve infrastructure. The proposal will improve safety, promote efficiency and encourage sustainable travel modes.

This application seeks only costs to progress the project to detailed design stage (estimated to £115k). Although there is no certainty of alternative funding, this application is sought to improve alternative bid opportunities. This project is not linked to a specific development – rather it seeks to incentivise investment to improve existing retail premises and to facilitate new development that will complement the existing businesses and the attractive seafront setting.



**Officer Comment:** *The bid supports the council's policies for the regeneration of the south of Hayling Island. This spend should allow us to lever in funding for a project with costs estimated to be in excess of £500K from other funding sources such as the Coastal Communities Fund, the Environment Agency and Big Lottery. However following feedback received from Councillors on 15 September 2017 it was agreed bid potentially premature; new Hayling Island Masterplan?/new local plan.*

## Eastoke Corner Public Realm Enhancements (4)

HBC Civil Engineering & Landscape Team **£560,000**

A substantial public realm and transport infrastructure proposal in support of the Prosperity Havant Agenda for Hayling Seafront regeneration.

A vibrant tourism and retail destination requires high quality external space for retail premises to expand displays and offer al fresco dining, to host entertainment events and leisure activity.

The project will be delivered by Havant Borough Council Civil Engineering & Landscape Team, Eastern Solent Coastal Partnership and Hampshire County Council.

Aims:

- Improving public realm to increase the vibrancy of the local centre space
- Supporting local businesses and encouraging investment by completing the high quality paving and street furniture
- To support quality shops and retain focus at the primary frontages

The consequences of doing nothing are that the external areas will continue to deteriorate over time and maintenance costs will increase and existing retail units could decline due to lack of investment, adversely.

The scheme is in line with HBC's Core Strategy and is supported by and supports several key policies. This proposal will help support one of the fundamental aims of the council to support our communities and improve infrastructure. It has been proven that to support development and employment we must improve infrastructure. The proposal will use our existing road network, improve safety, reliability and increase sustainable modes of travel.

Estimated costs are: £560K including feasibility, design and implementation. At present there is no certainty of alternative funding. CIL funding is being sought to improve the chances of a CCF bid success by a match funding incentive. This project is not linked to a specific development – rather it seeks to support the regeneration of Eastoke Corner to incentivise investment to improve existing retail premises or to facilitate new developments.

**Officer Comment:** *Bid potentially premature; new Hayling Island Masterplan?/new local plan.*

## Expansion of Trosnant Schools (14)

Hampshire County Council - Children's Services <b>£1,300,000 (or contribution)</b>
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To cater for an increasing local population and resultant higher pupil numbers arising from the Leigh Park and local area, the County Council are expanding Trosnants Infant & Junior School by 1 form of entry (30 places per year group). The planned opening of the expansion is proposed for Sept 2018, as this is when forecasting shows the need for new school places in the local area. Without this expansion project, there will be a shortfall in capacity in the area and therefore local children will not be able to attend a local school.

The project consists of a 1 classroom teaching block to the north-east of existing schools, a 4 classroom teaching block to south-west of the existing schools, some internal refurbishment, the adaptation and improvement of the existing external play areas, the creation of a new Multi-Use Games Area (MUGA) and the expansion of the existing car park.

The total cost of the project is calculated at £4.4 million, with a proportion (£3.1m) of the overall funding already agreed through the Department for Education and other sources. Therefore, the scheme is £1.3m underfunded at this point, for which the County Council is submitting this bid for funding. A contribution from the CIL funding towards this scheme is requested to support the scheme from the anticipated increased pupil yield from the Leigh Park community going forward.

Hampshire County Council are responsible for maintenance costs as part of school estate.

**Officer Comment:** *Whilst this bid was considered to be essential, there are insufficient funds left remaining to consider bid further. Page 81 of the Hampshire Strategic Infrastructure Statement would also indicate that there is no funding gap.*

## Havant Sports Village (2)

Havant Hockey Club <b>£650,000</b>
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This application adds an extra dimension to the proposed multisport facility at Campdown. A flexible dome housing a range of sporting and fitness activities, available to all throughout the year, will complement the initial vision of two synthetic turf pitches (STPs), a co-located clubhouse and car-park.

The range of activities will be extensive: in addition to hockey, netball and football usage on the STP, the dome will be designed to include some or all of the following: netball, tennis, hockey, football, fitness, cricket badminton, bowls, archery. Users are planned to include all of the following: Local clubs, colleges, schools, and community residents. This proposal also allows the existing Community Coaching programmes to be expanded on this site using the indoor space.

The facilities will be designed to be inclusive, such that the needs of all ages and abilities, including disabled participants, are fully met. The dome-linked clubhouse will be family-friendly, with crèche and wifi facilities, and will be sufficiently versatile to enable multi-sport events to be held there as well.

Costs for the additional Multi Sport Dome are estimated to be £650,000, based on research of similar facilities.

Funding for the core facilities on the site (e.g. STPs, Parking, Infrastructure and Clubhouse) is already being sought by Havant Hockey Club, with a number of committed partners, but the dome is as yet unfunded, and is therefore the subject of this CIL application.

A non profit making Community Interest Company will be established to run this project. After extensive research and consultation, we are at an advanced stage in the establishment of a legal framework for the CIC.

The project is designed to enable the borough to realise its aspiration to provide new homes to the north of the borough together with an integrated community sports facility.

**Officer Comment:** *Bid may be considered premature as the bid received is not for the initial project but an indoor sports dome, which is not envisaged as part of the original scheme. No current certainty over delivery of core elements of scheme. The Hockey Club have not yet pursued an option to obtain land etc. with Hampshire Homes. Recommended that the Community Team may be able to help take the project forward with a view to the Havant Hockey Club potentially submitting a new CIL Bid in the next round of CIL Bidding in the summer of 2018.*

## South Hayling Streetscene Improvements (6)

HBC Civil Engineering & Landscape Team <b>£560,000</b>
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Street-scene and transport infrastructure improvements to promote local regeneration as part of the Hayling Seafront Masterplan delivery. Upgrade street-scene quality with on-street parking, bus access upgrades, improved pedestrian crossings, seating and street trees.

The project will be delivered by HBC Civil Engineering & Landscape Team, East Hampshire Traffic Team and HCC Highway Authority.

The aims are:

- Improving public realm to benefit local accessibility to the wider network
- Supporting local businesses and encouraging investment by upgrading the quality of the street-scene
- To achieve an attractive, safe and useable environment for local residents
- To ensure the South Hayling area benefits from Seafront regeneration

The consequences of not carrying out the project are continual decline of the street fabric, threatening future regeneration.

The scheme is in line with HBC's Core Strategy and is supported and supports several key policies. This proposal will help support one of the fundamental aims of the Council to support our communities and improve infrastructure. It has been proven that to support development and employment we must improve infrastructure. The proposal will make use of our existing road network, improve safety, reliability and increase sustainable modes of travel.

Estimated costs are £560K including feasibility, design and implementation. At present there is no certainty of alternative funding. Pre design work is required along with a public consultation prior to implementation but this scheme could be implemented within two financial years. The prospect of CIL is being sought to improve the chances of lottery bid success by provision of co-funding.

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

## Hayling Seafront Wayfinding Strategy (5)

HBC Civil Engineering & Landscape Team **£345,000 - £645,000**

The project will be a celebration of Hayling as the birthplace of windsurfing. A gateway sculpture at the southern end of Langstone Bridge will herald arrival on to the island. This strong and memorable visual reference will be integrated into subsequent signage and way markers to encourage vehicles, cyclists and pedestrians along appropriate routes towards the seafront.

The project will be delivered by Havant Borough Council Civil Engineering & Landscape Team, Communities Team, Marketing Team and Research & Consultation Team.

Efficient vehicle, cycle and pedestrian movement will be supported through the island and will coordinate with the Borough Infrastructure Review. Successful wayfinding places the right information in the right place – this proposal will provide appropriate information where none currently exists, and seek to rationalise existing information that is too confusing or complex.

Signage will convey information to highlight the convenient proximity to local centres and seafront destinations for economic benefit. Sustainable transport will be encouraged by adding interest to benefit those who are prepared to travel at a more leisurely off-road pace.

The scheme is in line with HBC's Core Strategy and is supported and supports several key policies. This proposal will help support one of the fundamental aims of the Borough Council to support our communities and improve infrastructure. Having the right infrastructure is critical to making a place somewhere that people want to be, live and work.

Estimated costs are: £45K including feasibility and design in year 1 (£300-£600K for implementation in year 2). Pre design work will need to be carried out along with a public consultation prior to the implementation. At present there is no certainty of alternative funding, but Lottery/Arts Council funding will be sought.

**Officer comment:** *Whilst this bid was considered in part desirable – there are insufficient CIL funds to consider further. We can also advise that starting with S216 (2) of the 2008 Planning Act and taking into consideration any definitions given by the Local Plan we can advise that a gateway sculpture is not regarded by the council as infrastructure.*

## Petersfield Road Access Improvements (11)

HBC Civil Engineering & Landscape Team <b>£115,000</b>
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Petersfield Road is a dual carriageway with two subway crossings (at Crosslands Drive and Stockheath Road), with a surface crossing at a third junction (Bartons Road). The junctions themselves are controlled by traffic lights.

National Cycle Network route 22 concentrates the cycle network on the east side of Petersfield Road. However the two subways form a barrier between the NCN route and the rest of Leigh Park, including the primary destination of Park Parade. Due to restricted headroom in the subways, cyclists have to dismount and there have been instances where this has not happened with resulting accidents. Requests from the cycling community to remove the need to dismount in the subway have been received but have rightly been resisted.

The Crosslands Drive subway has stepped ramps which act as a barrier to the elderly, disabled and parents with push chairs etc.

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 slightly 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' (whereby traffic is stopped from getting a green light for about 10 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 that Petersfield Road causes between the two 'halves' of Leigh Park.

In the longer term it would be possible to remove the subways completely with the resulting savings in operational costs and also removing crime and disorder opportunities.

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

## **Bidbury Mead Park – Footpaths and Cycleway Improvement (17)**

HBC Civil Engineering & Landscape Team <b>£100,000</b>
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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. There is an existing shared footbridge/cycle bridge across the A27 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 2017 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.

Havant Borough Council will be responsible for maintenance costs.

**Officer comment:** *Whilst this bid was considered desirable – there are insufficient CIL funds to consider further. Additionally scheme currently does not have support of all the relevant Stakeholders (Bidbury Mead Friends).*

## Motiv8 Youth and Community Centre (19)

Motiv8 £60,000 - £100,000
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Motiv8 South Ltd (known as Motiv8), registered charity: 1069085 plans to invest in a Youth and Community Centre in the borough of Havant providing:

- 1 hall/large meeting space
- 2 further group meeting spaces
- Minimum 2 small meeting rooms
- Offices
- Storage, kitchen, toilets, showers
- Outdoor space or close to open area

Motiv8 has supported Havant young people and families since 2009, initially using central government funds secured by charity. Accommodation was at St Clare's Church, Warren Park then Leigh Park Community Centre.

2011 Motiv8 secured all Hampshire County Council (HCC) commissioned Youth Support Service (YSS) for Havant. Motiv8 took on leases at Acorn Centre, Meeting Place and The Hub plus licences in shared community facilities. Since April 2017 when HCC YSS delivery ended, locally Motiv8 operates from The Hub in Leigh Park plus leasing community spaces as appropriate.

Today Motiv8 offers targeted and intensive services including the Intensive Family Support Service, Alternative Education for schools and Targeted youth work focused on reducing crime and anti-social behaviour. Motiv8 wants to invest its own resources into a long term and permanent presence in Havant; a facility which could be shared with partner organisations (including as decant) for the benefit of the wider community. Initially Motiv8 wants to secure a site, preferably freehold, against which further fundraising by the charity can be realised.

Anticipated project cost £250,000-£400,000; of which £60,000-£100,000 secures the freehold. This is based on experience developing a similar scheme in Gosport starting in 2011 and undergoing expansion in 2016. Motiv8 believes this project justifies S106 contribution. We propose practical completion by September 2020.

The scheme provides much needed community facilities for the Neighbourhood aspects of the local plan. It complements not duplicates other local developments, and through ownership by the charity ensures community benefit for future generations.

**Officer comment:** HBC own site. Could be sold to group. Currently derelict land. Response awaited from Estates. Some historical S106 funds potentially available for build. Additionally as a 'desirable' project – there are insufficient CIL funds to consider further.

## Child Friendly Streets, Trosnant Schools (13)

Sustrans £38,645

Working closely with teachers, pupils, parents and local residents, we will design a safer, child friendly street environment. We will increase actual and perceived safety, making children and parents feel more comfortable travelling actively. Through our community led 'co-design' process, the school and local residents will redesign their street, calming traffic through simple interventions which enhance the street's character – using planting and colour (provided by paint and thermoplastics) - and highlighting the presence of children on the street, making it obvious for vehicles to slow down at key locations suggested by the locals.

Consisting of a series of three workshops, the co-design process will focus on design considerations to create safer, more active streets. The pupils will build on the work already completed as part of their School Travel Plan - considering issues and opportunities which may contribute to increased safety, together with increased levels of social activity, walking and cycling. The community will design a series of street improvements through methods such as the Sustrans street design model kit. Improvement will be based on the brief and the inspiration boards developed by the project group in the first workshop. Sustrans will draft the final design and organise a street trial of the suggested solutions to gather local support, engage further with the Highway Authority, and deliver some simple solutions, like planters to discourage parking, and cycle and scooter parking. Relevant officers at Havant Borough Council and Hampshire County Council will be involved throughout the project, to ensure they endorse the solutions put forward by the community led design as the Highway Authority.

Once the community co-design process has been completed, Sustrans will develop outline design of the scheme in close relationship with the Highway Authority to apply for funding for implementation.

Maintenance will be the responsibility of Hampshire County Council and The Federation of Trosnant Schools.

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

## Play Staunton (15)

Countryside Services, Hampshire County Council **£95,000**

Staunton Country Park is the largest publicly accessible green open space in Havant. Over 250,000 people visit the park each year, with many of those from the community that live locally. Recent surveys have shown that visitors are very keen to see play improved at the park with both natural and adventure play generating a high response. The present play equipment is dated, in a poor state of repair and has reached the end of its lifespan and is in urgent need of replacement.

This project will provide new, free to enter, play facilities for all ages, featuring structured as well as natural play, making use of the landscape and natural setting to provide traditional equipment such as swings and slides as well as making use of the natural trees and other elements within the site. The design is aimed at encouraging children to explore the wider park, improving fitness and physical development, as well as providing opportunities for creativity and imagination. The project cost is £95,000 including design and construction. These are based on similar projects completed at other parks around the county. The County Council is already committed to funding other improvements to the park so is unable to fund this project.

Staunton Country Park plays an important role in the network of green spaces within the borough. Without investment in the facilities, these spaces will suffer decline and lose their standing as important community assets. The improvements proposed in this bid will ensure the park remains at the heart of the community, as well as continuing to be an invaluable local asset, helping to absorb the pressure of a growing population.

Staunton Country Park will be responsible for the ongoing maintenance of the play Facility.

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

## The Makery at Waterlooville (16)

Hampshire County Council Library and Registration Service <b>£50,000</b>
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The Hampshire Library Service's 2020 strategy focuses on expanding the digital offer to residents, with the 'Makery' concept being a key theme. A 'Makery' provides easy access for residents to expensive digital equipment that cannot be supported at home, developing digital skills and supporting local businesses to thrive. At the same time the facility attracts a new audience to the traditional Library Service who can benefit from the existing services on offer.

The facility brings together people with all kinds of creative and technical expertise, encouraging larger businesses to share their learning with small start-ups, enabling entrepreneurs, technologists and designers to meet, create and work collaboratively and inspire each other. It will contribute to improving local economic development by providing support to those who may not have access at home but have the desire, passion and ideas to succeed. The Makery concept will support the residents of Havant to improve their digital skills to help equip them to further develop their careers.

The total cost for the project is £50,000 including IT equipment and room infrastructure within a pre-existing room at Waterlooville Library. The IT provided is likely to include: 3 iMac's - including Sketch up and creative cloud software, a 3D printer, 12 laptops, Microsoft Office professional plus, a printer, 2 camcorders, a large Promethean interactive screen for joint working, 12 iPads, 8 Raspberry Pi kits, 8 Lego Robotic kits, and 1 HTC Vive virtual reality kit. Consultation with local stakeholders to finalise the inventory relevant to community need would be conducted to ensure that best value for money and maximum impact is achieved.

There are no other funding sources identified for the capital outlay of this project, however the Library Service can find the necessary resources for project management, staffing and marketing costs.

Hampshire County Council Library Service will be responsible for any ongoing maintenance costs and staffing costs. There will be a paid membership for access to The Makery and therefore this project should hopefully become cost neutral and any surplus that is generated will be re-invested into The Makery concept.

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

## Havant Station Customer Toilet Refurbishment (18)

Network Rail <b>£250,000</b>
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Network Rail's wishes to deliver a complete refurbishment of the existing customer toilet facilities on both platforms. Currently there is a poor perception of the station due to dated toilet facilities and issues of damp, smell and reliability. The station is a gateway to both Havant Town and the wider Borough. Continued investment from their maintenance budget will keep the facilities operating, but this will not deliver wholesale improvements. Network Rail has recently invested in the station with improved customer parking. The items being delivered as part of the refurbishment would all be to the current regulations and code of practice for this type of facility and follow their design guide which will ensure ease of use, improved accessibility for all users along with improved reliability. The project would be delivered by Network Rail or the South Western Railway Franchisee. Ongoing maintenance would be the responsibility of Network Rail.

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

### **Emsworth Community Preschool (Hampshire Farm) (3)**

Eden Learning (Foundation Charitable Incorporated Organisation) <b>£132,000</b>
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Of the 6300 homes proposed in HBC's Core Strategy 328 have already been built within a few minutes' walk of the proposed preschool, a further 302 have been given permission recently and another 412 are allocated within Emsworth. Additionally the Strategic Plan development of the land between Emsworth and Denvilles would provide several thousand more homes.

The Strategic Infrastructure Delivery Plan prioritises additional capacity for education (Section 2.09). The most recent HCC Childcare Sufficiency Assessment has a current shortfall of 30 early years education places in Emsworth due to the 1042 new dwellings and also government funding for 3 year olds doubling in September 2017 to 30 hours a week. Good quality Early Years education is vital and has been shown in the research 'The Effective Provision of Pre-School Education (EPPE) Project: Final Report' to have many positive outcomes in children's lives.

The bid is for capital costs of building a preschool closest to most of the housing development, employing 6 highly trained, well paid staff and providing OFSTED rated Outstanding affordable early years education for 24 2-4 year old children. It would be governed by local trustees as a not for profit Charitable Incorporated Organisation accountable to the Charities Commission. The site under consideration is a 750m<sup>2</sup> strip to the East side of land allocated as part of the Section 106 agreement relating to the Hampshire Farm development for community use including a doctors' surgery.

Without this funding the capital cost of provision of a preschool elsewhere in Emsworth would be exorbitant due to extremely high land and property costs. HCC's research has identified no alternative venue in the community. No other sources of grant funding exist and lenders will only provide 50% of capital costs if secured on trustees' personal homes.

**Officer Comment:** *The land discussed was not available – so bid not taken forward.*