

## Appendix C – Summary of Bids – Main CIL Pot

(Please note the numbers in the brackets are for reference purposes only, yellow highlight indicates bids still under consideration in this round of CIL Spending)

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## Re-purposing Hooks Lane/Fraser Road MUGA to Car Parking (1) Up to £45,059

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This project will re-purpose the MUGA at Hooks Lane, to car parking provision, acting on the results of the feasibility report. Havant Borough Council Civil Engineering and Landscape Team will project manage the design, planning applications, contractor procurement and construction.

The existing HBC car park at Hooks Lane is under severe pressures during peak times and provides a barrier for potential participants. This prevents the rugby club from realising the potential of the new artificial grass pitch. The MUGA area is in poor condition, not utilised for any formal sport purpose. Additional car parking will increase physical activity outcomes. The new artificial grass pitch removes the need for the existing MUGA facility.

The feasibility report provides a suitable scheme option to alleviate parking concerns. The preferred option (option 1) will increase car parking provision by 56 spaces. Unless completed, the priorities of the adopted Playing Pitch Strategy (PPS), linked to the local plan, cannot be achieved. Car park improvements at Hooks Lane are identified as a short-term priority to support the increased participation at the site.

The project improves ancillary facilities and ease of access to a sport facility, linking directly to Policies E2 (Health and Wellbeing) and E11 (Sport and Recreation) of the Havant Borough Local Plan 2036. HBC will be responsible for maintenance.

Total project costs (including slurry seal as recommended) = £45,059

Total project costs (excluding slurry seal) = £28,776

The project does not lend itself to any other capital funding body criteria.

This application is for stage 3 of the below project plan:

**Stage 1:** Feasibility report and scheme design options - Completed July 2019

**Stage 2:** CIL Application for full project costs – To be completed August 2019

**Stage 3:** Final Design, procurement and construction pending secured funds – Spring/Summer 2020

Additionally, this project can incorporate/enhance an existing CIL and HCC funding project to install street lighting at Bidbury Mead Schools agreed at Council February 2019.



**View of current MUGA**

**Officer Comment:** Estates support this scheme. The increased parking provision will benefit both Havant RFC and Bidbury Schools. It is noted in the Play Pitch Strategy that increased car parking is necessary to maximise the use of the RFC and the excellent facilities it offers. It is also beneficial that this project can assist with the progression of the lighting project which has previously gained CIL funding.

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## Havant and Waterlooville Town Centres – Transforming Cities (2) up to £250,000

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To improve the flow of traffic through Havant and Waterlooville Town Centres, a programme of works is to be submitted to the Department for Transport under the 'Transforming Cities Fund' (TCF) scheme. The works identified include projects in Havant at the Rusty Cutter Roundabout, Solent Road, Park Road South, Park Road North, Langstone Roundabout and Langstone Road; and in Waterlooville at various locations along the A3 London Road including the Forest End and Hulbert Road Junctions.

The aim of the project is to improve the reliability of bus services which will operate on two South East Hampshire Rapid Transit (SEHRT) routes between the centres of Havant and Waterlooville into Portsmouth. The aim of the TCF is to improve bus service reliability and operate services at a higher specification than possible currently. Bus service unreliability is caused by congestion in the town centres of Havant and Waterlooville which in turn is affected by junction layouts. This unreliability makes public transport unattractive as a mode of choice; ironically this results in more traffic and hence more congestion. This will negatively impact the regeneration aspirations of the Council in these areas by continuing reliance on the private car.

The bid also encourages measures to build modal share of walking and cycling.

A successful TCF bid will demonstrate local funding support and this CIL bid is submitted to that end; if the TCF bid is successful, then this CIL bid would unlock up to £220m of regional funding from central government (over £41m of this in the borough).

**See overleaf for Map of SEHRT corridors (courtesy Portsmouth City Council/Hampshire County Council)**

**Officer Comment:** If the TCF bid succeeds, as well as numerous other transport improvements, a contribution of £250K by HBC from CIL towards this will deliver a new Havant Shared Pedestrian and Cycle Bridge which is a current aspiration of this Council as set out in 'A Regeneration Strategy for Havant Borough 2018-2036.' Additionally, funds required by Bid (25) will no longer be required and an existing earmarked CIL spend of £125K can be returned to the Main CIL Funds Pot.

# Map 3: Portsmouth and South East Hampshire region - key corridors for investment and development

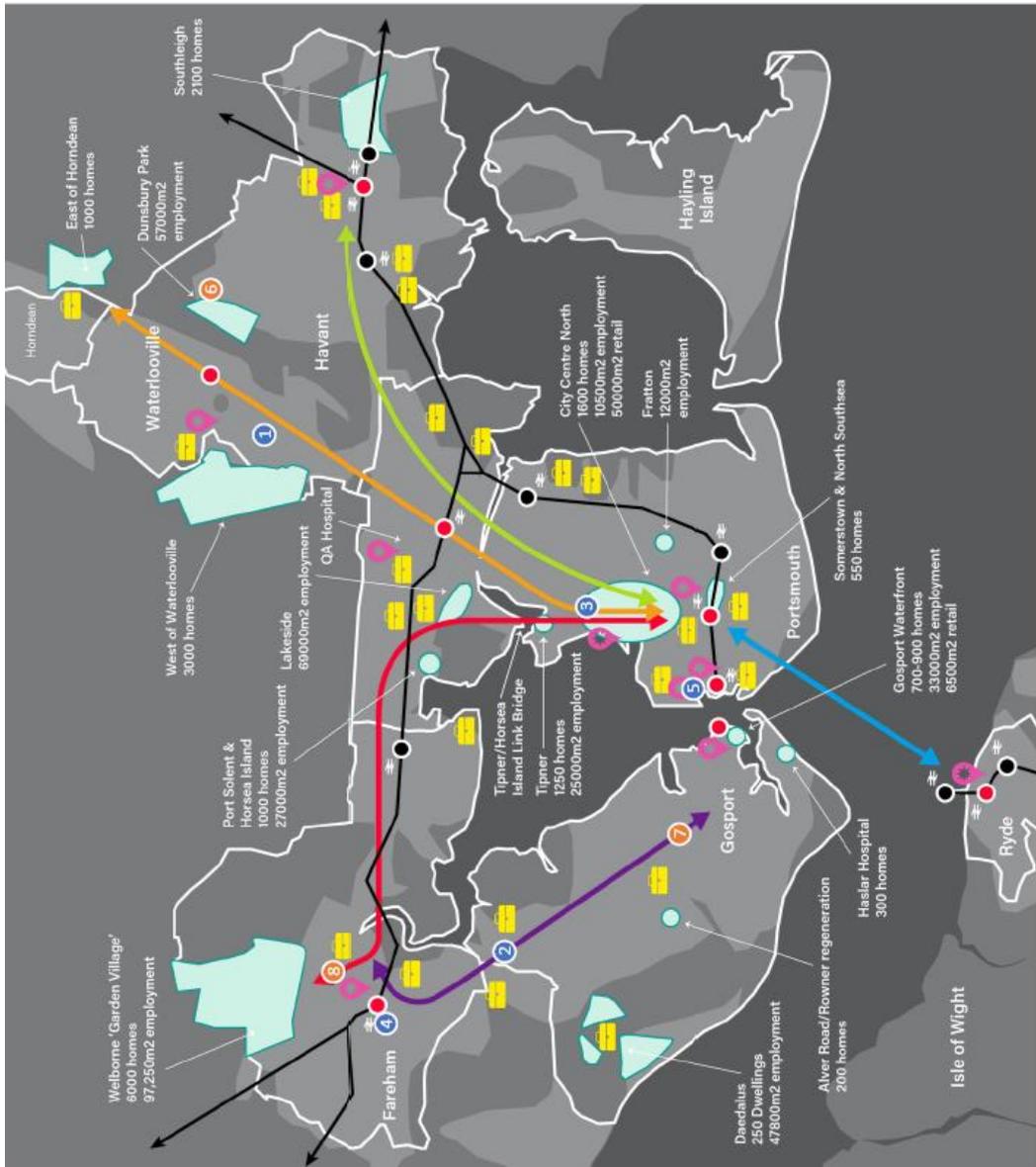
- Employment hubs
- Major trip attractors
- Major development sites
- Existing urban areas
- Full stations
- Interchange
- Fareham-Portsmouth corridor
- Waterlooville-Portsmouth corridor
- Havant-Portsmouth corridor
- Fareham-Gosport corridor
- Cross-Solent corridor

### Parts of Network already delivered:

- 1 "Star" Cosham- Waterlooville-Horndean bus priority corridor
- 2 "Eclipse" Fareham-Gosport Bus Rapid Transit phase 1a
- 3 Portsmouth Park & Ride
- 4 Fareham town centre & station interchange
- 5 The Hard Interchange

### Parts of Network committed for future delivery:

- 6 Dunsbury Hill Farm link (2018/2019)
- 7 "Eclipse" Fareham-Gosport Bus Rapid Transit phase 1b (2019) & link to Solent Enterprise Zone
- 8 Eclipse BRT extension to Welborne (early 2020s)



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## Warblington Footbridge (3) £325K plus pot build request of £1.6M

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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 crossing of the railway.

£150K of CIL funds have already been allocated for this project. The project is being moved forward using Governance for Railway Investment Projects (GRIP) which is a management and control process developed by Network Rail for delivering projects on the operational railway. The GRIP process divides projects into eight distinct stages:

1. Output definition.
2. Feasibility.
3. Option selection.
4. Single option development.
5. Detailed design.
6. Construction test and commission.
7. Scheme hand back.
8. Project close out.

By the end of June 2020, we will have completed the feasibility study (Stage 2), for which £150K of CIL funding has already been allocated. To move the project forward we now need to complete option selection, single option development and detailed design (GRIP 3, 4 and 5) at an estimated cost of £325K

Additional funding required:

<b>Grip</b>	<b>Description</b>	<b>Estimated Amount</b>	<b>Timetable</b>
3	Option selection	£105,000	Q1 – Q2 2020/21
4	Single option selection	£110,000	Q3 – Q4 2020/21
5	Detailed Design	£110,000	Q3 2021/22
	<b>SUB TOTAL</b>	<b>£325,000</b>	
Pot Build for 6, 7 & 8	Construction to Project Close Out	£1,600,000	To be advised

To ensure delivery of the footbridge, the council may have to fully fund this project and it is with this in mind that we also make a pot build request of £1.6M.

**See overleaf for illustration**



**Potential crossing solution – for illustrative purposes only**

**Officer Comment:** £150K of CIL Funds have previously been committed to this project. We have recently been advised that a contribution of £30K may be forthcoming from Southern to contribute to the costs of this scheme. We are now however faced with the realisation that for this scheme to be delivered the Council may have to fund the balance from CIL. As well as a spend of £325K in this round of CIL Spending, commitment is required to pot build for the balance currently estimated at £1.6M.

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## **Rusty Cutter – Teardrop Link Road Capacity Enhancement and Cycle Improvement (4) up to £250,000**

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The proposed project seeks to improve the capacity for northbound traffic between the 'Tear Drop' Junction and the 'Rusty Cutter' Junction, thereby providing congestion relief. It also proposes to provide a new off-road cycle facility linking the 'Tear drop' Junction (west side) with A3023 Havant Road (south side) which would avoid the need for pedestrians and cyclists to cross the link road three times, and four other roads, to make the south to west manoeuvre.

On 21 February 2018 previous CIL funding of £150K was awarded to progress the widening of the link road from 3 to 4 lanes (with the addition of a second northbound lane). As detailed design has progressed and with input from Highways England, estimated costs have increased such that the originally intended scheme is now under funded if it is to be implemented.

A new issue being addressed in this bid is regarding cyclists and pedestrians. At present these users heading north from Harts Farm Way to access Farlington etc. need to cross the link road just north of the 'Tear Drop' Junction using a three-way crossing, and then Bedhampton Hill, the on and off slips from the A3(M) and Havant Road. In the original 2018 CIL bid no changes to arrangements for pedestrians and cyclists were proposed; however, in the past year local proposals at the 'Rusty Cutter' Roundabout have emerged which will see the creation of a cycle/pedestrian route along the southern side of the roundabout. By creating a cycle/pedestrian track on the west side of the link road (the subject of this bid), cyclists and pedestrians will be able to directly access Havant Road from the link road with the improvements to safety.

The improved cycle route will encourage more people to cycle to and from the employment area of Broadmarsh/Southmoor. The total project cost of £400K **includes an optimism bias of 44%** in accordance with Department for Transport requirements and reflects known costs associated with engaging with Highways England.

This scheme will complement the work proposed by the TCF bid. No funding for this project will be available from the nearby 'Forty Acres' Site.

**See overleaf for photographs, site context and scheme layout**

**Officer Comment:** This project is supported by other council strategies including the Regeneration Strategy and will fall within the Local Cycling and Walking Instructure Plan currently in progress. Given that there is an optimism bias of 44% on this project it is anticipated that the costs could be lower. However, a decision needs to be made on a 'worse case' scenario in which case the funds expended in this project could be as high as £400K, including the £250K requested in this year's round of CIL bidding.

When this project is delivered it will bring increased sustainability and will mean that cyclists no longer have to cross the link road and a further four roads.

## Photographs



The cycle track would start behind the bollard on the left side of this photo and head north behind the crash barrier. This would avoid the need for cyclists and pedestrians headed in the Farlington direction to cross the link road here at the three-section crossing which for the 60mph speed limit does not meet the requirements of IAN195/16



The link road looking south. The road would be widened on the right hand side of this photo with two lanes heading towards the camera, funded by the 2017 CIL award. The cycle track would be on the right hand verge, funded by this current application



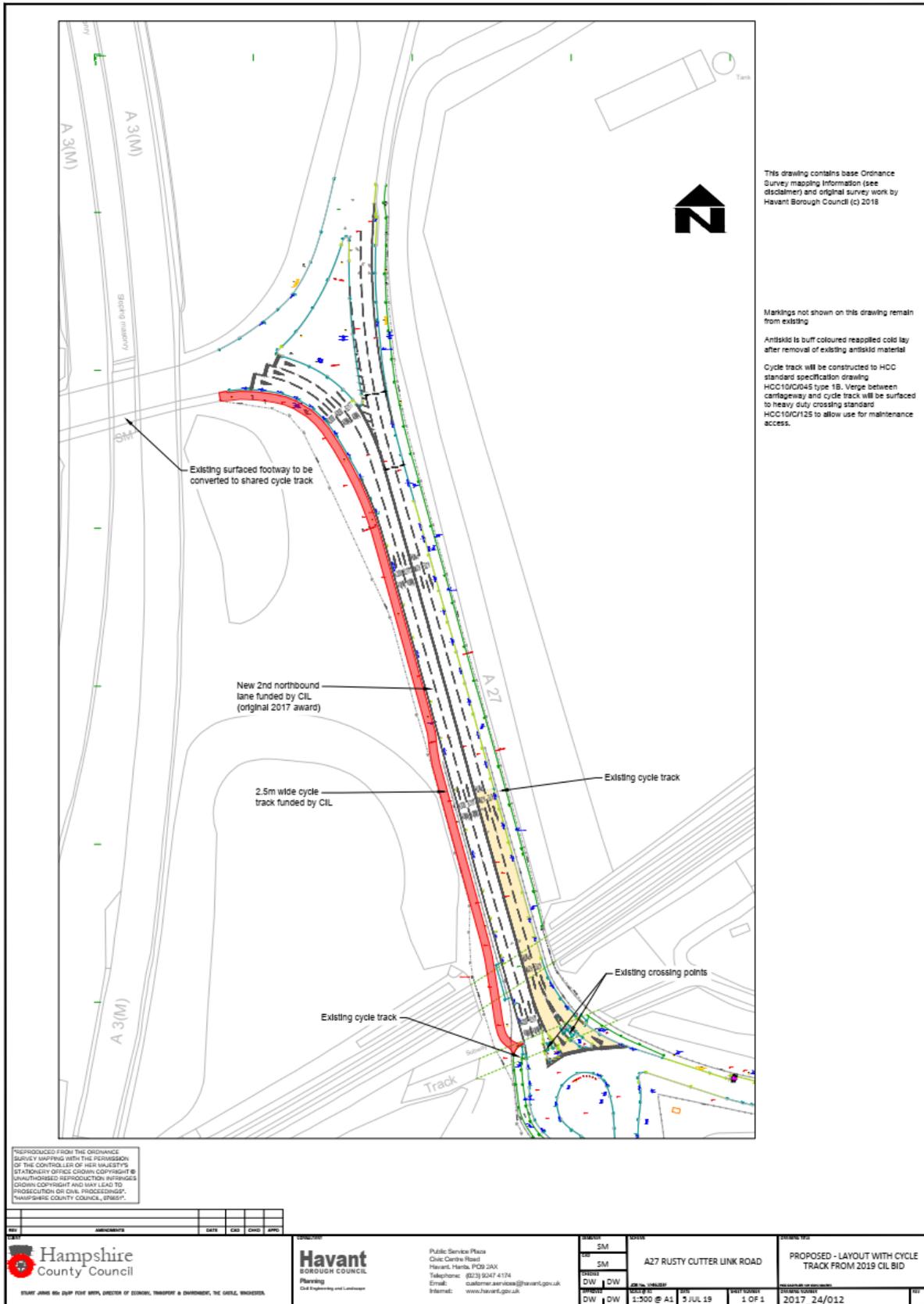
The cycle track would connect to the existing footway under the bridge with its status changed to shared use cycle track. This would then connect to other works at the west side of the bridge proposed under the Transforming Cities Fund or by the developer of Forty Acres

### Site Location and Context



The location of the CIL proposal (light blue) in relation to other existing and proposed cycle routes demonstrating that the proposed route fills an important gap in the cycle network

# Scheme Layout



Scheme schematic (scale 1:500 at original A1 size)

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## Langstone Roundabout (A27/A3023) – Capacity and Safety/Feasibility (5) up to £20K

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The Langstone Roundabout is the ‘gateway’ junction to and from both Hayling Island and the town centre of Havant itself. Originally built with the Havant by-pass in 1963–65, the A27 flyover was added in 1985. In 1997 the roundabout and the approaches were reconfigured when traffic lights were added to the circulatory carriageway to regulate and improve flow, with other changes made in 2009.

As traffic has grown, the roundabout has become more stressed in terms of traffic loading. In particular traffic on the A27 has increased and partly due to the success of the Solent Road Retail Park which is located just off the junction, in Solent Road.

The traffic lights on the roundabout are controlled by Highways England, whilst the traffic lights on Park Road South and onwards through the town centre are controlled by Hampshire County Council. There is no formal link between the two systems although from Solent Road northwards the lights through the town centre are operated using SCOOT (with Solent Road as the gateway).

This bid is for a feasibility study to investigate what further improvements can be made at the roundabout to improve the efficiency of the signalised junction. This may result in recommendations to Hampshire County Council and Highways England regarding the renewal or upgrading of the traffic light systems and how they communicate both internally and externally, and possibly minor improvements to the circulatory area and approaches to maximise throughput of the junction. It will also consider the introduction of a ‘jet lane’ so that traffic leaving Hayling Island on the A3023 could avoid the roundabout which may assist with the planning of signal timings on the remainder of the junction.

This proposal dovetails with work proposed under the ‘Transforming Cities Fund’ (CIL Bid 4); which is complementary but will not directly fund this project.

**See overleaf for photographs**

**Officer Comment:** This study once completed, will give HBC evidence to present to HCC and Highways England that could improve traffic flow within Havant Town Centre and on the Strategic Road Network.



**Looking from Park Road South onto the roundabout. Due to queuing from Langstone Road, sometimes traffic on Park Road South is unable to enter the roundabout circulatory area as the reservoir area (under the bridge) is full of queueing traffic**



**Looking west along the A27 eastbound off-slip. The lights are set in the A27's favour to minimise queueing on the A27 mainline, and so once the queue reaches 100m the lights trigger a change. It may be possible to safely increase this queue length without impacting the A27 mainline, which would smooth flow onto Hayling and allow traffic out of the town centre**

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## Havant Park Feasibility Study (6) up to £7,000

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To draw up a master plan incorporating all the future aspirations for Havant Park.

The emerging local plan, the proposed regeneration of Havant Town Centre, Havant Footbridge, the park play areas and Transforming Cities Fund bid all have a potential impact on Havant Park. There is a need to incorporate all these different proposals and to ensure we protect and maximising the potential of Havant Park in line with the borough policies and strategies.

The plan will illustrate what the park will look like in 20 years' time and show how the regeneration of the town centre and surrounding infrastructure will integrate into the park and enhance the town centre. To maximise the potential benefits of an important area of open space within Havant Town Centre in conjunction to the Regeneration Strategy and Transforming Cities Fund (TCF) interventions.

The plan is to bring to life and create a visualisation of what the park will look like in 2036. It will show all the proposed development around the park and how they will link together along with a new play area.

This plan will help support one of the fundamental aims of the Borough Council as stated in the Core and Regeneration Strategies 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.

The plan will show how the park will integrate into the town and support the emerging local plan.

**See overleaf for photograph**

**Officer Comment:** The vision for the Regeneration Strategy includes 'the valued and well used town park'; as mentioned in the summary above there are a number of competing interventions which will affect the park. With this study in place the council can understand and take forward the best options for this council owned asset.



**View of Havant Park**

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## **Future of the Hayling Billy Trail Feasibility Study (7) up to £70,000**

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The Hayling Billy Trail is a former railway line that closed in 1963 and since then has been owned and maintained by Hampshire County Council as a permissive right of way (apart from the most southern 150m which is owned and maintained by HBC).

The County Council maintains the surface in an unbound standard which in wet weather is not useable for commuter cyclists. The trail suffers from poor drainage and in two locations is threatened by coastal erosion. Due to adjacent nature conservation interests it would be unlikely to be possible to light the trail. A number of equestrian establishments use the Billy Trail as a means of moving between parts of the Island and appreciate the unbound surface as being relatively horse-friendly.

The Local Plan 2036 envisages development on Hayling Island adding to existing traffic flows. This bid proposes a feasibility study to investigate ways to improve the Hayling Billy Trail in order to increase its attractiveness as an all-weather off-road cycle route thereby reducing the numbers of cyclists using the A3023 due to its current condition. The study will also investigate emerging themes from the Local Plan including use of the trail as an emergency access route for 'blue light' whilst future proofing this part of the route (Hayling only) to become a connected autonomous vehicle (CAV) route in the future.

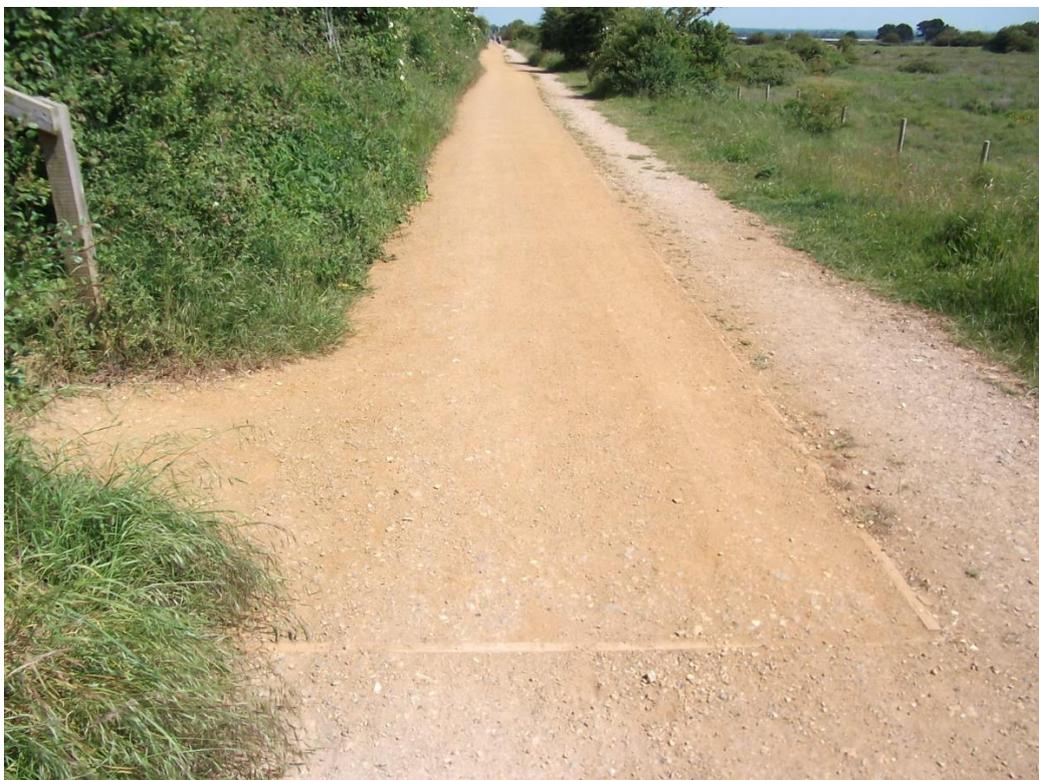
The resulting reduction in congestion will reduce CO2 emissions and improve air quality. The improved cycle route will encourage more people to cycle to and from destinations especially on the western part of Hayling Island and support the Regeneration Strategy by providing a sustainable means of access linking two identified centres of regeneration activity (Havant Town Centre and Hayling Seafront).

**See overleaf for photographs**

**Officer Comment:** Although two separate bids, this bid and Bid 18 are interlinked as they both seek CIL funds for studies into the future of the Hayling Billy Trail and potentially an all-weather off-road cycle route combining 'blue light' emergency access along with the construction of a second public transport/autonomous vehicle bridge is an aspiration of the Regeneration Strategy for Havant Borough 2018-2036.



**Some sections of the trail towards the south end have separate equestrian and pedestrian/cycle routes. Neither is made up and both suffer from irregular surface condition and poor drainage**



**At the north end of the trail recent work has resulted in an improved surface but even this is not ideal for all-weather cycling. This section has a separate equestrian friendly strip**

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## **'Tear drop' Junction – Capacity Enhancement and Cycle Improvement Feasibility (8) up to £70K**

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A feasibility study to investigate ways to improve the capacity for northbound traffic in Harts Farm Way to avoid the circulatory area of the 'tear drop' junction when heading for the A27 westbound, thereby providing congestion relief by shortening queues in Harts Farm Way.

Previous CIL funding has been awarded to progress the widening of the link road between the north side of the 'Tear drop' Junction and the 'Rusty Cutter' Roundabout, and in this year's CIL bid round there is a further bid for work on that link taking into account recent developments and the ongoing design process (CIL Bid 6). This proposal seeks to investigate options to improve traffic flow at the southern end of the junction.

The options to be considered will include carriageway widening, installation of traffic signals at the Harts Farm Way Junction, and the provision of a south to west 'jet lane'.

The resulting reduction in congestion will reduce CO2 emissions and improve air quality. The improved cycle route will encourage more people to cycle to and from the employment area of Broadmarsh/Southmoor and will support the Brockhampton West Regeneration Area as identified in the borough's Regeneration Strategy.

**See overleaf for photographs**

**Officer Comment:** Whilst this bid was considered essential – there are insufficient CIL funds to consider further in this round of CIL Spending.



Single lane approach to the junction, the road flares to two lanes after the access to Broadmarsh on the left. The cycle route alongside the road is NCN22 between Havant and Portsmouth



Driver's eye view of the junction. The signalised A27 off-slip is to the right, with the on-slip to the left. The distance to the signalised junction allows an extended inter-green period for traffic leaving Harts Farm Way; but queues from the 'Rusty Cutter' junction often mean this area of carriageway is stacked with slow-moving or stationary traffic



**Any 'jet lane' provided would have to cut into the historic landfill on which the junction is built.**

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## **Waterlooville to A3(M) – Cycle Network Improvement Feasibility (9) up to £15,000**

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A feasibility study to investigate solutions to complete the final section of the direct cycle network between Havant and Waterlooville. This involves the creation of an off-road cycle track in the verge of the Hulbert Road dual carriageway from its junction with the A3 London Road/Maurepas Way to the A3(M) Junction 3 Roundabout.

In several phases over a number of years, the most direct route between Havant and Waterlooville (using the Hermitage Stream Corridor and crossing the A3(M) at Junction 3) has seen investment and it is now possible to cycle completely off-road between the centre of Havant and the edge of Leigh Park. A project awarded CIL funding in 2017 is currently nearing implementation which will extend this off-road route through Bushy Lease into Portsmouth City Council's Dunsbury Park Development (Fitzwygram Way). Portsmouth City Council have commissioned the Council's CELT Team to deliver a series of feasibility studies to cross the A3(M) at Junction 3. This proposed study will continue the route into the centre of Waterlooville, connecting with other routes into Berewood, to Denmead and along the A3, and supporting the borough's Regeneration Strategy in both areas. It will provide a pedestrian and off-road cycle access to the Dunsbury Park Development Site from the west.

The feasibility study will investigate the optimum solution for providing an off-road route along the B2150 corridor, together with the best ways of connecting this route to the wider Waterlooville walking and cycling network (i.e. into the Stakes Lodge and Hurstwood Areas). It is anticipated that a need will be identified to cross the B2150 Hulbert Road somewhere between the A3(M) and Tempest Avenue Roundabouts and the study will consider the most appropriate means and location for this crossing.

The Portsmouth Area Transforming Cities Fund bid, if successful, may complement works proposed within this CIL bid as the projects along the Portsmouth – Waterlooville and Portsmouth – Havant Corridors provide enhanced cycle facilities; this link when completed will complement the wider network by linking the two town centres.

**See overleaf for photographs**

**Officer Comment:** This study is an important step towards linking the Havant and Waterlooville Town Centres sustainably. Additionally, there are health benefits arising from walking and cycling instead of using the car and a modal shift could result in reduced pollution.



**Looking north-west along Hulbert Road B2150 showing the lack of pedestrian and cycle facilities on this route which provides access from Waterloooville into the Dunsbury Park development**



**North of the Tempest Avenue Roundabout, the route has existing footways separated from the carriageway by a grass verge. This provides an opportunity to implement a full specification off-road cycle track at minimal cost. The study will determine which side of the road is best to provide the track**



**At the north end, the TCF project would link into the new cycle route here at Curzon Road**

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## **Barncroft Way – Footway and Cycleway Improvement (10) up to £31K**

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The project is aimed at improving the pedestrian and cycle links between Havant, Cowplain and Horndean.

The existing footway is between the completed Barncroft Way and Hermitage Stream Shared Footway/Cycleways. Widening the footway and upgrading it to a shared footway/cycleway will complete the missing link and increase the life span of the shared cycleways and make cycling more attractive. The shared footway/cycleway will be maintained by Hampshire County Council as it is an adopted highway.

The project forms part of the borough cycle network and improves the non-motorised transport infrastructure. Improving the footway surface will reduce conflict between pedestrians and cyclists as the infrastructure is made adequate for both groups. The life span of the footways 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.

**See overleaf for photographs showing views of existing footway**

**Officer Comment:** Whilst this bid was considered essential – there are insufficient CIL funds to consider further in this round of CIL Spending.



**Photo 1 of 4**



**Photo 2 of 4**



**Photo 3 of 4**



**Photo 4 of 4**

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## Asda Roundabout to Bushy Lease – Footpath/Cycle Track (11) up to £10K

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To identify an alternative for pedestrians and cyclists to using the busy B2150 Hulbert Road between the Asda Roundabout and A3(M) Junction 3.

In conjunction with other projects, this bid seeks to provide an off-road route to allow vulnerable users with an alternative route to the B2150. On this section the road has no footway and although it has a 40mph speed limit often sees speeds in excess of this which makes use of this route unattractive. The road is rural in character, with no street lighting. There are no verges, with the woods encroaching directly onto the carriageway at many points.

The proposal seeks to carry out a feasibility study to implement a north-south route parallel to the B2150 Hulbert Road using sections of other routes being provided under other CIL bids and S106 developments. This maintains the rural character of Hulbert Road whilst removing the perceived disincentive to use sustainable means of travel.

This feasibility study will investigate the solution for providing an off-road alternative route along the B2150 corridor to maximise the benefit of other work on the Waterlooville to Havant Corridor.

It is expected that the route will follow a clearance line beneath electricity pylons, and when the project is implemented it will assist the National Grid with improved maintenance access, whilst the clearance of vegetation along the route of the pylons creates a ready-made corridor for the route. The study will therefore comprise identifying the most efficient location of the connections to existing and proposed infrastructure including the crossing point of the Hermitage Stream.

**See overleaf for Location Plan**

**Officer Comment:** Once this study establishes an alternative route for pedestrians and cyclists and the project has been implemented this will make Dunsbury Park more accessible for pedestrians and cyclists wishing to use this route. Additionally, there are health benefits arising from walking and cycling instead of using the car and a modal shift towards cycling could result in reduced pollution.



Looking north-west along Hulbert Road B2150 showing the lack of pedestrian and cycle facilities on this route



Looking south-east towards a blind bend



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## Langstone Road 'Missing Link' for Cycles and Pedestrians (12) up to £100K

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Complete the off-road cycle network linking Langstone Bridge (A3023) with Havant by addressing the 'missing link' between the junction of Langstone Road with the Langstone Technology Park Access, and the subway under the A27 adjacent to the Tesco Store in Solent Road.

This project will update an earlier feasibility study which resulted in the construction of off-road cycle infrastructure northwards from Mill Lane to the Technology Park. Four routing options were considered but there have been a number of recent developments which require that these routes be considered again in order to close the gap.

The proposal supports the Regeneration Strategy and the emerging local plan by offering a safe means of travel to Dunsbury Park and linking to routes between the two centres of town centre regeneration activity. The proposal will help to increase sustainable modes of travel on a route which is already subject to congestion.

Funding is then requested as part of this bid to construct the 'missing link' and complete the off-road cycle infrastructure.

The Portsmouth Area Transforming Cities Fund bid, if successful, may complement works proposed within this CIL bid as it is understood that works in Langstone Road are included within the Portsmouth Bid.

**See overleaf for photographs**

**Officer Comment:** Whilst this bid was considered essential – there are insufficient CIL funds to consider further in this round of CIL Spending.



**The off-road cycle route (on the left) currently ends at the junction with the Technology Park. The road to the left is private. One option could be to extend the cycle route along the west footway of Langstone Road up to the roundabout...**



**...before heading off through the wooded unregistered land to connect with the rest of the route under the A27 subway**



**An alternative route uses the footpath alongside the Lavant Stream**

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## **Brambles Farm Link, Waterlooville (13) up to £70K**

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To provide a direct route for pedestrians and cyclists to access the Brambles Farm Employment, Retail and Leisure Area from the 'Berewood' Development Area. At present there is no access from the Berewood Development into the Brambles Farm Site

The proposal seeks to implement a new route into the Brambles Farm Area using a corridor reserved for the purpose but previously subject to a ransom strip situation preventing the link being created. With wider and more varied development being carried out at Brambles Farm there is funding available to implement a new pedestrian and cycle route from the south into the area to provide a shorter route to the various employment, retail and leisure facilities, avoiding use of footways alongside busy roads.

The route will also be able to act as an emergency access to Brambles Farm (avoiding Hambledon Road) as a new river crossing will be created.

£18,000 of S106 funding is held by Hampshire County Council to put into the overall project cost of £88,000.

**See overleaf for photographs and site location plan**

**Officer Comment:** This scheme would add to the network of borough cycle routes, potentially encouraging new cyclists, with the added local benefit of allowing 'blue light' vehicles to be able to take a direct route. This project would allow the spending of S106 funds specifically collected for the purpose of providing this bridge. Whilst CIL funds may be necessary for delivery of this scheme for reasons of timing, there is also the potential for these works to be funded by additional S106 contributions.



**Provision for the link has been made in Houghton Avenue**



**The link would connect into the 'stub' end of Elettra Avenue**



The location of the CIL proposal (red line) in relation to the wider area and transport network

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## **Park Lane Bridleway – Feasibility Study (14) up to £10K**

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The project will assess the feasibility of improving the Park Lane Bridleway and creating an all-weather off-road cycling route between Wecock and Cowplain and Leigh Park and Havant via Dunsbury Park.

The bridleway splits Plots 5 and 6 in the new Portsmouth City Council Development in Dunsbury Park.

Currently the bridleway has an unbound surface. Although it is horse-friendly, it is mainly used by pedestrians and cyclists. The feasibility study will investigate the most appropriate method of achieving an all-weather route for pedestrians and cyclists while maintaining access for equestrians.

**See overleaf for photographs**

**Officer Comment:** This project will investigate ways to improve this route and identify an all-weather, off road cycling route sustainably linking areas of the borough. This project is supported by other council strategies including the Open Space, Sport and Recreation Strategy 2018, the Regeneration Strategy and will fall within the Local Cycling and Walking Instructure Plan currently in progress. It is therefore recommended that up to £10K is spent on this project.



**North end of Park Lane at Grassmere Way**



**South end of Park Lane at Calshot Road**

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## **Petersfield Road/Crosslands Drive – Accessibility Improvements (15) up to £80K**

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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.

At Crosslands Drive a subway is provided to allow pedestrians to cross the dual carriageway. The adjacent road junction is controlled by traffic lights.

The subway has stepped ramps which act as a barrier to people with protected characteristics under the Equality Act 2010 (in particular, the elderly, disabled and mobility impaired (such as parents with push chairs)).

The subway is a key route between the new Oak Park Health Campus and the bus stop in Petersfield Road, as well as being on the route to the Health Campus for people living west of the dual carriageway. For example, Emsworth Surgery make about 250 referrals a month to Oak Park. Although there are also bus stops in Crosslands Drive itself, the northbound stop in Petersfield Road is served by more buses which also link to a wider area of western Leigh Park, Purbrook and Waterlooville. The subway is therefore a major barrier to movement for the very people most in need of access to the Health Campus.

The subway represents a maintenance liability (due to the need to pump groundwater from the subway box) and is known to attract anti-social behaviour. Some residents will not use it and will cross the road at grade, exposing themselves to danger from traffic on Petersfield Road.

By changing the arrangement of the traffic light junction (adding a pedestrian call stage to northbound traffic movements) pedestrians and cyclists could safely cross the road at grade with minimal impact on traffic using crossings built into the traffic light sequence.

The cost of the project include a 44% optimism bias as required by the Department of Transport.

**See overleaf for photographs and location plan**

**Officer Comment:** Whilst this bid was considered desirable – there are insufficient CIL funds to consider further in this round of CIL Spending.



**Crosslands Drive showing stepped ramp in subway**



**Crosslands Drive – site of new crossing**

## Location Plan



Location plan showing bus stop and proposed scheme in relation to walking and cycling routes to the Oak Park Health Campus

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## **Bidbury Mead Park – Footpaths and Cycleway Improvement (16) up to £152K**

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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 are 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.

**See overleaf for photograph**

**Officer Comment:** Whilst this bid was considered desirable – there are insufficient CIL funds to consider further in this round of CIL Spending.



**View of existing path**

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## Waterlooville Leisure Investment Feasibility Study (17) up to £25,000

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Havant Borough currently has a limited leisure offer with, for example, no local cinema or bowling facilities. A key piece of infrastructure to support growth, the project will assess the commercial feasibility of different types of leisure provision within a rapidly changing marketplace. This is to ensure Havant Borough is positioned to attract new leisure investment and understand which leisure operators it should target. This may include new emerging forms of leisure provision including, for example, competitive socialising, virtual reality gaming and adventure golf.

Funding is requested to undertake a leisure feasibility study to include:

- Analysis of current market trends and occupier requirements within the leisure industry, considering new emerging 'disruptive' operators alongside traditional forms
- Linking market trends and occupier requirements with key locations suitable for leisure uses with the borough including Havant Town Centre and Waterlooville Town Centre
- Development of a clear investment proposition to attract target operators including socio-demographic information, workforce analysis and potential sites
- Identification of target operators and key contacts

The project provides an opportunity for the council to take a proactive role in the development of leisure activities in the borough. Not undertaking this work may have a negative impact on:

- Long term leisure provision in the borough
- The area's potential to attract new leisure operators
- The diversification of uses with the main town centres
- The attractiveness of the borough to residents, businesses and visitors

The project directly contributes to the objectives of the Pre-submission Local Plan 2036 and supports the regeneration ambitions of the council. It provides a tool through which the council can engage positively with the development industry and potential occupiers to ensure the borough is positioned effectively to capitalise on new commercial investment opportunities within the leisure market. It also has the potential to facilitate delivery of Local Plan 2036, Development Allocation, C12 Former BAE Systems Park.

**Officer Comment:** The proposed study supports the Regeneration Strategy to assess need and to intervene should there be a market failure that can be addressed. The feasibility study is designed to directly address the need to enhance leisure provision with a focus on Waterlooville.

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## Re-construction of the Hayling Billy Bridge and Connecting it to Havant Town Centre – Feasibility Study (18) up to £70K

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A Feasibility study is required to investigate costs associated with construction of a bridge linking Hayling Island to the mainland. As well as the feasibility of widening and connecting the Billy Trail Route between the bridge and Havant Town Centre.

The study will investigate the cost of developing the route for use by walkers and cyclists whilst providing infrastructure suitable for the use of Connected Autonomous Vehicles (CAVs) e.g. data connectivity, charging points, passing places.

An understanding of the delivery potential of the route will therefore allow the council to plan effectively to address the following problems:

- Lack of good quality all weather surface for sustainable transport that links Hayling Island to the mainland
- High levels of traffic flow on the A3023 and high CO<sub>2</sub> emissions from current congestion and general low air quality
- Lack of a good quality continuous route for walkers and cyclists and associated lack of options for active travel impacting public health
- Currently no alternative access to Hayling Island to mitigate issues arising from any closures of the existing road bridge

The potential development of the entirety of the Billy Trail as a useable all-weather route would meet many of the council's key objectives with regards to:

- Public health – Active lifestyles and air quality
- Leisure
- Infrastructure (general)
- Infrastructure (new development)
- Climate change
- Emergency planning
- Local Plan Policy
- Regeneration Strategy

There is an urgent need to assess the feasibility of the Billy Trail to become a useable route directly linking Havant Town Centre with Hayling Island Seafront. The proposed assessment, along with a complementary bid from the Council's Civil Engineering & Landscape Team for the southern part of the route, will be able to inform policy and decision making. In this way Havant Borough Council can be proactive in provision of key future proofed infrastructure, including CAVs. Some potential match funding from The Solent LEP may be available.

**See overleaf for aerial photographs/potential solution**

**Officer Comment:** The construction of a second public transport/autonomous vehicle bridge is an aspiration of the Regeneration Strategy for Havant Borough 2018-2036. The Solent LEP has indicated support may be forthcoming for this project. The level of anticipated match funding is unknown but the sum required of £70K may consequently be reduced. See also Bid 7, which also covers aspects of the Billy Trail.



# BILLY TRAIL

BRIDGE LINK - SWING BRIDGE



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## **Lavant Stream – Connecting People and Wildlife (19) up to £120,000 (over 2 years)**

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This is a two-stage project covering water environment improvements, cycle-walkway development and greater local identity with the environment, particularly the Lavant Stream in Havant.

Stage 1 will encompass strategic and specific feasibility activities and Stage 2 will allow the proof-of-concept by delivering a joint green infrastructure improvement in the lower Lavant Stream.

The project proposal is for £120,000 over two years (2020/21 and 2021/22):

- Year One includes a feasibility study stage
- Year Two includes the infrastructure 'proof-of-concept' riverside pathway improvements with associated in-channel and riparian improvements and awareness.

Match funding (£120K) is being sought from the Environment Agency's Water Environment Improvement Fund (WEIF) pot with the project mandate have been submitted in late July 2019.

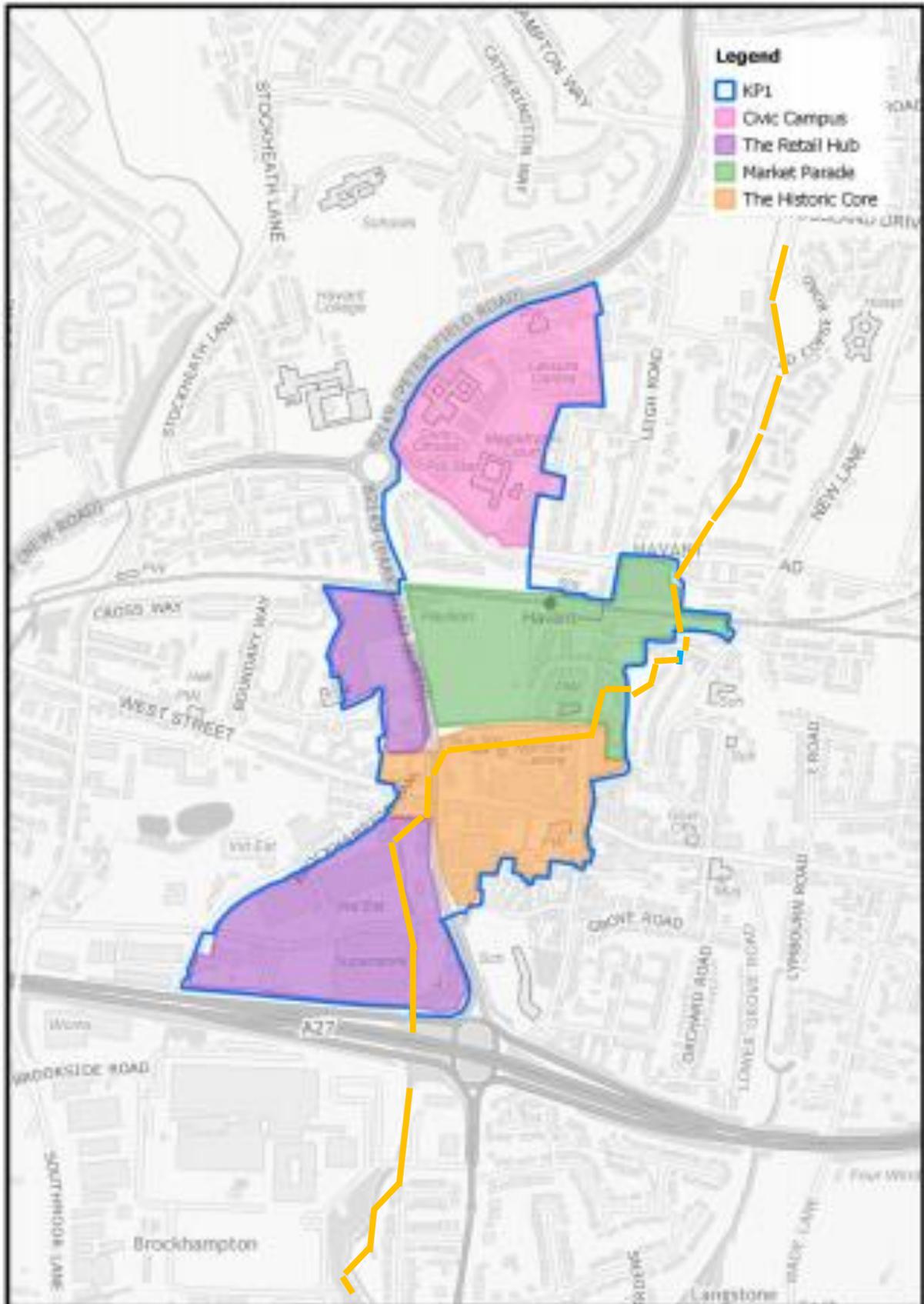
It will contribute to improving local health, wellbeing and environmental awareness in partnership with Hampshire County Council and HBC's Local Cycling & Walking Infrastructure Plan (LCWIP).

This is a gateway project and forms the first stage (feasibility and proof of concept construction) for a much more significant project plan to develop walking and cycling corridors along the existing or slightly amended Lavant Stream (and Hermitage Stream) route to connect the Havant Borough districts of retail hub, historic core, Market Parade and Civic Campus through a blue/green cycling and walking corridor with multiple benefits throughout society, environment, health, wellbeing and plans for regeneration of the borough. These plans are taking shape into at least a potential Heritage Lottery Funding bid, bringing in the past, present and future of Havant's relationship with the Lavant Stream. This stage is the key first stage to gather critical information and begin to raise awareness and garner the necessary support network.

### **See overleaf for location plan and photographs**

**Officer Comment:** Whilst this project is supported by other council strategies including the Open Space, Sport and Recreation Strategy 2018, the Regeneration Strategy and will fall within the Local Cycling and Walking Infrastructure Plan currently in progress we are concerned about the ultimate delivery costs of a project with initial costs (Including feasibility) of £240K. The project is therefore regarded as being premature in this round of CIL spending.

**LOCATION PLAN: Connection along current Lavant Stream alignment with Local Plan Havant Town Areas. Lavant Stream compiled along the orange/yellow line shown from Crossbush Drive in the North East down to the Technology Park in the west and garden residents in the east.**



**Current Images:**



**Upstream end of the reach in question, already improved by the EA in early 2000's**



**Example section of the Mallards Garden Reach**



**Good example downstream of the Mallards Gardens, barely accessible from public routes**



**Just downstream of residential gardens by Southmere Field Housing Development**



**Bank damage at Southmere Field (January 2019)**



**Seaward end of the Lavant Stream, south of West Mill**

**Potential Improvements Available:**

**BEFORE**



**AFTER**



**Shide Mill (on River Medina, IOW) before (first) and after (second) works to improve in-channel habitat as an example of what can be achieved, even in a concrete channel**

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## Community Sporting Development at Havant College Feasibility (20) up to £30,000

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This application seeks £30,000 of CIL to develop designs for a transformational sporting centre at the heart of Havant Borough. This allocation will support the development of the scheme ahead of a fuller CIL application which will be submitted for the 2020/21 allocation period. The partners – Havant Hockey Club and Havant and South Downs College (HSDC) intend to build:

- A flexible dome housing a range of sporting and fitness activities, available to all throughout the year
- Two synthetic turf pitches (STPs); and
- A co-located clubhouse and car-park on the Havant College campus of Havant and South Downs College (HSDC)
- The college intends to redevelop the east of the campus for housing to raise funds to invest in its education estate.

The range of activities will include hockey, tennis and football usage on the STP; the dome will be designed to support netball, tennis, hockey, football, fitness, cricket, badminton, bowls and archery.

The facilities will be designed to be both sustainable and inclusive to cater for the needs of all ages and abilities – including a range of para-sports. The clubhouse will be family-friendly and will include a crèche.

The total costs for the project are estimated to be £2.6M, based on research of similar facilities.

Funding for the core facilities (e.g. STPs, Parking, Infrastructure and Clubhouse) is already being sought by Havant Hockey Club, in collaboration with HSDC, with whom the club has a memorandum of understanding.

A non-profit making Community Interest Company (or similar) will be established to run this project.

The project is designed to enable the borough to realise its aspirations to provide a comprehensive community sports facility and to develop much needed new homes.

The requested CIL contribution of £30K will be matched by a further £40K of expenditure by Havant Hockey Club and Havant and South Downs College. The Club's contribution includes a degree of "pro-bono" professional services secured as part of sponsorship and support agreements.

**See overleaf for visualisation**

**Officer Comment:** This CIL bid is to develop the designs for the Community Sporting Development at the Havant College Campus which will help to shape the project and provide further detail on the community outcomes that can be achieved.

Currently there is a significant amount of displacement due to the limited hockey facilities within the borough that do not meet the identified demand. This project would enable hockey provision to be brought back within Havant Borough and better cater for Havant residents

currently having to travel out of area. It would be anticipated that Havant participation in hockey would increase due to the availability of local facilities.

Havant Hockey Club currently have 21 teams which includes men's, ladies and juniors. The club have explored numerous options over the years to identify the best provision to meet the demand for hockey in the area.

The Havant Playing Pitch Strategy recommends to 'Undertake a Feasibility Study to determine the financial sustainability of a new full size floodlit sand-based AGP for use by Havant Hockey Club, ideally located at Havant and South Downs College where the club are currently based' (Recommendation 19).

This bid therefore seeks to implement the recommendation within the Playing Pitch Strategy which forms the Open Space, Sport and Recreation Strategy, an evidence base for the Havant Borough Local Plan 2036.

The CIL application states that it is proposed a Community Interest Company (CIC) will be formed to manage the facility which will provide a variety of onsite community activities and sports. Should this project progress through to the next phase it is recommended that a structured Community Use Agreement (CUA) is implemented to safeguard the community outcomes from the development following implementation.



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## **Mill Rythe Junior School – Replacement Swimming Pool Liner (21) up to £15,675**

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Mill Rythe Junior School is one of five schools on Hayling Island, the only one that has the wonderful opportunity to educate Island children to swim and be safe in the water.

Unfortunately, our school swimming pool needs essential maintenance to replace/repair the pool liner which is currently in a very poor condition and carries a risk of impacting the many users of our pool. Swimming is a mandatory part of the primary education and the Government expectation is that children will leave Year 6 being able to swim 25m+. Most schools will be able to deliver 10 hours per child (at the most) of swimming during their entire junior years, our children have 100+ hours during their time at Mill Rythe Junior School. Given our Island location, we ensure our pool is accessible to all other local schools and as a result, they also have the opportunity to provide an increased number of hours to their children due to our locality and costs.

The pool requires work to the liner urgently for the pool to continue to serve the children of our school (320 pupils) safely. In addition to our own pupils and pupils from local schools, the pool is used on a weekly basis by groups from our wider community. The pool liner has deteriorated significantly and despite swimming being a mandatory part of primary education, there is no funding to help keep the pool safe, hygienic and useable. We would like to be able to extend the hire of our pool to other schools in the area, and encourage more external hirers particularly to those that are unable to travel to the nearest public pools located off the Island. Given our proximity to the sea we are passionate that all local children should be able to access a swimming pool to become safe in the water but with safeguarding top of mind, we have to ensure the pool provides adequate health & safety.

We have secured agreement from Hampshire County Council Property Services that they would fund 50% of the total cost of £31,350.

**See over for photographs**

**Officer Comment:** We are unable to consider this bid further as it is considered to be for repairs to failing infrastructure and not for infrastructure necessary to support the provision of new homes in the borough.



**Photos demonstrating the level of deterioration**

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## Warren Park Primary School Secure Boundary Fencing (22) up to £59,076

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This bid is made by the Governing Body of Warren Park Primary School.

Warren Park School is situated in the most deprived ward in Havant and safeguarding is now a priority, not only because of changes in legislation, but also due to a dramatic rise in vandalism and nuisance happening on our site.

We have put in access control gates and keep them locked whilst the pupils are on site, however the current fencing is very easy for any youths or adults to hop over. It only takes one person to hop over and then press the gate release buttons and let in several others. Staff have been threatened by a man who was high on drugs and after school we have had youths on the roof vandalising vents and roof lights, and throwing large stones down onto classroom windows resulting in several broken windows. They are abusive to staff when asked to leave and can be very intimidating. The police are always called however not often able to attend quickly.

We have an after school club on site until 6pm and a holiday play scheme on during the holidays. Youths have come in riding around on motorbikes putting our children at risk. The situation is now critical. Action needs to be taken NOW. We have sought funding from HCC and other sources without success.

More recently vandals entered at around 5pm in broad daylight and set fire to our 'roundhouse' which had been built by staff and children as part of their curriculum. Not only was this extremely upsetting for the children, but it was carried out whilst children were still on site.

Advice is to install a 2m high fence with 2m gates, at a cost of £61,076 to keep our staff and children safe. We can offer match funding in the sum of £2,000 as a result of fund raising. We would like to contribute additional funds but fundraising is difficult in this ward of the borough.

**See over for photographs**

**Officer Comment:** We are unable to consider this bid further as it is considered to be for repairs to failing infrastructure and not for infrastructure necessary to support the provision of new homes in the borough.



**Roundhouse prior to fire**



**Fencing solution**

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## **Havant Shared Pedestrian and Cycle Bridge (Challenge Fund Bid) (23) up to £250,000 (including £125,000 already allocated to design)**

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Havant Railway Footbridge is long overdue a replacement. Constructed in 1947 the bridge will need replacement to secure its long-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 Centre and bus station to north side amenities such as the leisure and job centres, medical centre, college and civic campus.

The bridge will link the redevelopment of the Plaza Quarter, Market Parade and Havant Town Centre and is a key element to the regeneration of the Town Centre.

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.

Previous funds CIL have been 'allocated' to this project at Council on 18/02/2015, 22/02/2017 and 21/2/2018. To summarise to-date £32,864.59 has been spent on feasibility and £125,000 was granted on 21/02/2018 towards a design competition. A further £125,000 is now required to add to this sum, towards the total cost of £250,000.

The funds required will only be required if the TCF bid made by HCC is unsuccessful. If the TCF bid is successful then the £125,000 already set aside for design can be returned to the CIL Pot.

**See over for photograph**

**Officer Comment:** Funding for this bid will only be necessary if Bid (4) Havant and Waterlooville Town Centres – Transforming Cities is unsuccessful. A further allocation of CIL funds of £125K to this project (£250K in total) could lever in match funding to deliver a project costing an estimated £5M. Replacement of this bridge is a current aspiration of this Council as set out in 'A Regeneration Strategy for Havant Borough 2018-2036.'



**A recent view of the footbridge**