

Appendix E – Summary of Responses to Councillor Consultation – Main CIL Pot

Main Pot Bids

Bid	Comment Received	Officer Response
Re-purposing Hooks Lane/Fraser Road MUGA to Car Parking (1)	Happy to support...although maybe other sources of funding can be sought.	Other sources of capital funding have been investigated for this project. However due to the nature of the project and works involved it does not align to any criteria of other large scale capital funders. Without CIL investment, this project would not be achievable.
	Happy to support Hooks Lane repurposing MUGA.	Support welcomed.
Havant and Waterlooville Town Centres – Transforming Cities (2)	...improvements must be identified and proved before construction	Agreed - HCC carried out a local members briefing on the TCF bid 1 November 2019. HBC Officers will now be organising TCF briefings over the next few months to all members. Now the priority is for HCC is to get the bid submitted on time (28 November). If there is no funding, there will not be any transforming cities projects implemented. It is noted that there is no guarantee of funding as applications from the 12 cities is oversubscribed but the feedback from DfT is that the Portsmouth bid is strong and will bring £100m plus to transport improvements in our area. If funding is approved for the area there will be a need for public consultation.
Warblington Footbridge (3)	I especially support this bid; the safety of the school children is paramount	Support welcomed.
	The current Havant Railway Bridge has a life of between 10-15 years. No monies should be expended on (25) Havant Shared Pedestrian and Cycle bridge study until the Warblington Footbridge is funded, programmed and built. Any monies set aside for this should be transferred to the Warblington footbridge.	It is an aspiration of the Council that both of these projects are completed. The Council does not hold these S106 funds, they are in control of HCC. The Warblington Footbridge fell outside of TCF bid whereas Havant Footbridge is within the bid. The borough council is doing its utmost to promote both projects. Once it is known if there is any funding for TCF a decision can be made on where any additional funding should go.
	Essential that this goes ahead. Residents have waited far too long Also must make this safer for students of Warblington School.	Support welcomed.
	I would like to see Warblington Footbridge completed and for the residents to be able to see that the council does achieve projects like these. I do not want to wait until a child or adult is killed by jumping the gates which stay down for an interminably long time on occasion.	Support welcomed.
	Warblington Bridge should be HBC priority	Agreed.

Bid	Comment Received	Officer Response
Rusty Cutter – Teardrop Link Road Capacity Enhancement and Cycle Improvement (4)	<p>We as an authority have the opportunity to make a difference to the lives of our residents by our decisions. The majority of the schemes offer ‘jam’ tomorrow with little relief and benefit realised in the short term. We have seen the costs of the ‘Rusty Cutter teardrop link road capacity enhancement and Cycle Improvement scheme increase considerably, despite allocating all of the funding for the scheme two years ago. In that time, nothing has happened, other than the costs have increased.</p>	<p>Agree that time is passing with little on the ground development. Projects of this scale are complex particularly when a national agency like Highways England (HE) are involved. The feasibility, design and discussions with HE are increasingly costly HE expect £5K fees up front just to sit down with officers. For HE design approval we have estimated their fees at £15K. There’s no alternative to working with HE when dealing with the Strategic Road network. As we know you are aware there is a lot going on with the Local Plan and TCF. Both potentially will impact the Rusty Cutter Roundabout. The inclusion of cycle improvements adjacent to the link road will improve safety for cyclist and reduce congestion at this junction.</p> <p>When working with a third party (in this case Highways England) there are a lot of hurdles that need to be addressed before a scheme can be approved. The feasibility study sets out options to overcome some of the requirements for the scheme and will set out ecology, tree protection, utilities, planning approval, consultation requirements. Ecology can take over two years to address. One year to carry out the survey, then time to agree a way forward and then carry out the mitigation.</p>
	<p>Road improvement really important. Cycle improvements must be proved to be necessary.</p>	<p>Support welcomed. It is a well-known fact that large junctions, major roads and railway lines are barriers that will prevent people walking and cycling. The Rusty Cutter Roundabout fits into this area and there is strong local support without the Forty Acres Site to improve walking and cycling safety at this junction.</p>
	<p>The other main project I would like to support is the Rusty Cutter Teardrop link road improvement. This should now take priority as 40 acres site with 400 houses has recently been approved by the DMC. Could Barratt's not be financially involved in this project?</p>	<p>Support welcomed. The developer Barratt Homes have been in discussion with HCC for at least a year and have agreed a way forward in late August 2019. Through their S106 agreement with HCC the developer has agreed to construct a cycle route that connects into the existing route to Havant. The developer will be required to pay HBC the Community Infrastructure Levy (CIL). Part of this payment could pay for the additional cycle route proposed to connect to the Portsmouth route.</p>
	<p>Is this necessary? The fundamental design of the Rusty Cutter does not lend itself to cycles anyway.</p>	<p>It is a well-known fact that large junctions, major roads and railway lines are barriers that will prevent people walking and cycling. The Rusty Cutter Roundabout fits into this area and there is strong local support to improve walking and cycle infrastructure at this junction.</p>

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Langstone Roundabout (A27/A3023) – Capacity and Safety/Feasibility (5)	This is a real problem at busy times for access to Hayling and Havant.	Noted.
	I am also happy to support the feasibility study of the Langstone roundabout in the hope that this will assist us to improve this for the huge benefit of so many of our residents	Support welcomed.
Havant Park Feasibility Study (6)	The park is an under realised asset to Havant Town.	Noted. Agreed, and the feasibility study will bring all the assets together and show what we want the park to look like over the next 20 years.
Future of the Hayling Billy Trail Feasibility Study (7)	I especially support this bid; this would be helpful.	Support welcomed.
	No funding of (7) Future of the Hayling Billy feasibility trail and (18) Re-construction of the Hayling Billy Bridge and Connecting it to Havant Town Centre – Feasibility Study until results of how much of Hayling Island is to be saved is determined.	Hayling Island is a major part of Havant Borough and a strong element in the regeneration programme providing a unique selling point to the attraction of the whole borough to investors. There is currently a need for infrastructure now and more so through the Local Plan. See also response to Hayling FCERM Strategy towards the end of this document.
	No funding of (7) Future of the Hayling Billy feasibility trail and (18) Re-construction of the Hayling Billy Bridge and Connecting it to Havant Town Centre – Feasibility Study until results of how much of Hayling Island is to be saved is determined. I support the Hayling Billy trail but this needs to depend on the regeneration plans and the feasibility study needs to evolve into a feasibility and implementation proposal.	Hayling Island is a major part of Havant Borough and a strong element in the regeneration programme providing a unique selling point to the attraction of the whole borough to investors. There is currently a need for infrastructure now and more so through the Local Plan. See also response to Hayling FCERM Strategy towards the end of this document.
All pot-building should cease until such time that a definitive determination is made in respect to how much of Hayling Island is to be 'saved' from coastal erosion. Once it is determined, it will feed into the regeneration ambition of the Council and have a direct impact on the Hayling Billy trail and West Beach. We need to look at Hayling as a whole. Our regeneration plans county on Hayling West Beach being redeveloped. This should be included and reference made to what needs to be done to the Inn on the Beach (as per Eastern Coastal Partnership recommendations)	Hayling Island is a major part of Havant Borough and a strong element in the regeneration programme providing a unique selling point to the attraction of the whole borough to investors. There is currently a need for infrastructure now and more so through the Local Plan. See also response to Hayling FCERM Strategy towards the end of this document.	

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	Happy to support...this would keep cyclists off the main Hayling road. Could be important route in an emergency.	Support welcomed.
'Tear drop' Junction – Capacity Enhancement and Cycle Improvement Feasibility (8)	Jet lane would be good at peak times. Real bottleneck at times.	Support welcomed, however bid not currently supported due to limitation of funds available.
Waterlooville to A3(M) - Cycle Network Improvement Feasibility (9)	I especially support this bid.	Support welcomed.
	I need to be reassured of the benefits of this.	The results of the feasibility will look at the benefits and needs to implement such a route.
Barncroft Way – Footway and Cycleway Improvement (10)	I especially support this bid.	Support welcomed, however bid not currently supported due to limitation of funds available.
	This would help with cycling route through Leigh Park.	Support welcomed, however bid not currently supported due to limitation of funds available.
Asda Roundabout to Bushy Lease – Footpath/Cycle Track Feasibility (11)	Supports this for pedestrians and cyclists.	Support welcomed.
Langstone Road 'Missing Link' for Cycles and Pedestrians (12)	Support for off road cycling route	Support welcomed, however bid not currently supported due to limitation of funds available.
Brambles Farm Link, Waterlooville (13)	Is this necessary?	<p>This proposal is to aid residents in the MDA to walk and cycle to the employment area of Brambles Farm and improve access to Waterlooville Leisure Centre. The proposed path is 76m long which will encourage residents to get out of their car and walk or cycle to a local destination.</p> <p>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.</p>

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Park Lane Bridleway – Feasibility Study (14)	I especially support this bid.	Support welcomed.
	Support off road cycling.	Support welcomed.
Petersfield Road/Crosslands Drive – Accessibility Improvements (15)	I especially support this bid.	Support welcomed, however bid not currently supported due to limitation of funds available.
	Happy to support...this could be necessary but would be interested in how many people do cross the road in this vicinity.	Support welcomed, however bid not currently supported due to limitation of funds available. Could come forward in the future, likely to be an increased need when Oak Park Development is delivered.
Bidbury Mead Park – Footpaths and Cycleway Improvement (16)	Not totally convince of the need for this.	Noted. However bid not currently supported due to limitation of funds available.
Waterlooville Leisure Investment Feasibility Study (17)	I do not support the Leisure Investment Feasibility Study at Waterlooville. It is unnecessary; market forces will determine the viability of building a Bowling Centre or Cinema at Waterlooville. I strongly suspect that the viability of a Cinema has been dramatically reduced following the decision by many major cinema chains to significantly cut their ticket prices by 50% or more. This increases footfall to those locations that have cinemas (Gunwharf Quays & Port Solent) while making adjacent leisure facilities (restaurants and retail) more attractive.	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. The leisure provision we are proposing to analyse is not purely related to more traditional forms such as cinemas and bowling alleys. The study aims to look into the opportunities provided by newer forms of leisure provision within a rapidly changing market. This includes emerging leisure provision including competitive socialising that have recently caught on such as escape rooms, mini golf and virtual reality gaming, for example. Many of the newer forms of leisure provision can provide opportunities to bring footfall back into town centres. The feasibility
	Not really convinced.	

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	<p>I do not support the Leisure Investment Feasibility Study at Waterlooville. It is unnecessary; market forces will determine the viability of building a Bowling Centre or Cinema at Waterlooville. I strongly suspect that the viability of a Cinema has been dramatically reduced following the decision by many major cinema chains to significantly cut their ticket prices by 50% or more. This increases footfall to those locations that have cinemas (Gunwharf Quays & Port Solent) while making adjacent leisure facilities (restaurants and retail) more attractive. It is difficult to support this when evidence shows this type of scheme has failed across the borough already. We need to get public feedback and real life engagement about what is required and what will be used and if it compliments existing provision.</p>	<p>study will look at the areas of success of other recently regenerated areas of comparable size and demographic fit.</p> <p>The feasibility study proposed will also incorporate on the ground market research of what residents and visitors to the area might want by way of leisure provision. This will sit alongside an assessment of market demand from leisure operators.</p>
<p>Re-construction of the Hayling Billy Bridge and Connecting it to Havant Town Centre – Feasibility Study (18)</p>	<p>I especially support this bid; this would be wonderful. We were considering this 20 years ago.</p>	<p>Support welcomed.</p>
	<p>No funding of (7) Future of the Hayling Billy feasibility trail and (18) Re-construction of the Hayling Billy Bridge and Connecting it to Havant Town Centre – Feasibility Study until results of how much of Hayling Island is to be saved is determined.</p>	<p>Please see response under (7)</p>
	<p>No funding of (7) Future of the Hayling Billy feasibility trail and (18) Re-construction of the Hayling Billy Bridge and Connecting it to Havant Town Centre – Feasibility Study until results of how much of Hayling Island is to be saved is determined. I support the Hayling Billy trail but this needs to depend on the regeneration plans and the feasibility study needs to evolve into a feasibility and implementation proposal.</p>	<p>Please see response under (7)</p>
	<p>Nice to have...although I could support this I think it maybe a bit premature</p>	<p>A high level feasibility identifying the key issues around the reality or not of another bridge is essential to demonstrate the aspiration of the borough that sets us apart from any other place; looking positively at iconic and innovative schemes can inspire the investment and change that the borough needs. For a relatively small investment a design can be achieved to bring inspiration and aid delivery.</p>

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Lavant Stream - Connecting People and Wildlife (19)	I do not support Lavant Stream connecting people and wildlife that money could be better allocated to schemes that have significant direct benefit to the public.	Noted. This bid is considered premature in this round of CIL bidding and will not be taken forward this year.
	I do not support Lavant Stream connecting people and wildlife that money could be better allocated to schemes that have significant direct benefit to the public. This scheme needs to demonstrate public value. I am not opposed to it but would need further evidence of need	Noted. This bid is considered premature in this round of CIL bidding and will not be taken forward this year.
	Good to have an environmental bid.	Support welcomed, however, this bid is considered premature in this round of CIL bidding and will not be taken forward this year.
Community Sporting Development at Havant College Feasibility (20)	I especially support this bid	Support welcomed.
	I do not support the Community Sporting Development at Havant College. This is a scheme devised by Havant Hockey Club to find new premises 'on the cheap' when most of their players live outside of the borough. We have two excellent community facilities at the Horizon Leisure Centre and Front Lawn Recreation ground in close proximity to the proposed site. I remain unconvinced that this will benefit the wider population of the Borough	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.
	I do not support the Community Sporting Development at Havant College. This is a scheme devised by Havant Hockey Club to find new premises 'on the cheap' when most of their players live outside of the borough. We have two excellent community facilities at the Horizon Leisure Centre and Front Lawn Recreation ground in close proximity to the proposed site. I remain unconvinced that this will benefit the wider population of the Borough I am against this proposal as it is not inclusive, and benefits a lot of people out of the borough. Also how has this been progressed over other sporting clubs.	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

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	<p>I'm still not 100% convinced about Havant College sporting development as I would like to see more proof of the 'community' aspect of their bid so it is not the council supporting potential elite sports due to the link with the Hockey Club. Also more proof of the need for this project in this particular area</p>	<p>for use by Havant Hockey Club, ideally located at Havant and South Downs College where the club are currently based' (Recommendation 19). Therefore, this CIL bid 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.</p> <p>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.</p>
	<p>Important for Havant Hockey club to have 2 pitches. exciting proposal.</p>	<p>Support welcomed.</p>
<p>Mill Rythe Junior School – Replacement Swimming Pool Liner (21)</p>	<p>I believe other sources of funding should be sought for this. E.g. Hayling Lions raise a lot of money for community use.</p>	<p>Agreed that CIL is not a suitable source of funding on this occasion.</p>
<p>Warren Park Primary School Secure Boundary Fencing (22)</p>	<p>Leigh Park has had so little support from CIL that I would have thought that a relatively small bid (22) for something that could be seen and completed, to support education in a deprived community, could have been considered. I thought it had been made plain that lack of help for funding would result in the loss of a teacher but that seems to have disappeared from our bid.</p>	<p>Analysis of the bid showed that the funds were required for maintenance, the need for which was not resulting out of new development.</p>
	<p>I do think other sources of funding should be available for this. More match funding should be possible although more difficult to raise money in LP.</p>	<p>Noted.</p>

Bid	Comment Received	Officer Response
Havant Shared Pedestrian and Cycle Bridge (Challenge Fund Bid) (23)	Havant Railway Bridge. It is currently an eyesore! Long overdue	Support welcomed.
	The current Havant Railway Bridge has a life of between 10-15 years. No monies should be expended on (23) Havant Shared Pedestrian and Cycle bridge study until the Warblington Footbridge is funded, programmed and built. Any monies set aside for this should be transferred to the Warblington footbridge.	Work on the feasibility for Warblington Footbridge is progressing and the results of the feasibility will be known later next year. A project of this size can take up to 5 years to get constructed and we need to move both projects on together. With the Challenge Fund bid there is currently an opportunity to fund £250K for a return of £5M. Opportunities to fund either of the bridges is rare and we need to take every opportunity to bid on both bridges as there is no guarantee that any of the bids will be successful. If the Challenge Fund bid is not successful, then the £250K will go back into the CIL bid pot.
	The current Havant Railway Bridge has a life of between 10-15 years. No monies should be expended on (23) Havant Shared Pedestrian and Cycle bridge study until the Warblington Footbridge is funded, programmed and built. Any monies set aside for this should be transferred to the Warblington footbridge. Warblington Bridge should be HBC priority.	Work on the feasibility for Warblington Footbridge is progressing and the results of the feasibility will be known later next year. A project of this size can take up to 5 years to get constructed and we need to move both projects on together. With the Challenge Fund bid there is currently an opportunity to fund £250K for a return of £5M. Opportunities to fund either of the bridges is rare and we need to take every opportunity to bid on both bridges as there is no guarantee that any of the bids will be successful. If the Challenge Fund bid is not successful, then the £250K will go back into the CIL bid pot.
General Comment	I was very worried at the amount of funding going to feasibility and thought that this was going to outside firms and wondered why it was not done in house. You educated me. I now understand that it maintains our own staff.	On occasion it may be necessary to employ external staff with the necessary expertise to complete a feasibility study. Wherever possible these studies are completed in house.
	I am surprised by the cost of feasibility studies - how many are internal and how many use external agencies or advisors?	For the Langstone Study and the Hayling Island Strategy the work is being delivered, very approximately, 50% in house and 50% by professional consultancy support. The project team however is fully integrated with a one team approach. The costs of the projects reflect their complexity and they are comparable with similar scale projects both locally and nationally. The studies that can be carried out internally are carried out internally as this is a cost-effective way of procuring the work. For the Civil Engineering and Landscape Team 60% internal 40% external for the specialist studies or parts of studies.

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	<p>I am concerned, however, that so little is being achieved with the CIL money and would like to see more happening. I am also concerned that so much is also set aside for huge projects, although I do understand that some of this is to draw in other funding.</p>	<p>We have been involved in spending CIL since 2014 using the CIL Funding Decision Protocol which was agreed by Full Council. Capital projects may often take a long time to be implemented particularly if they involve other agencies e.g. Highways England. For the latest position on CIL expenditure see www.havant.gov.uk/cil-spending-decisions.</p> <p>Some of the sums involved may appear daunting but expenditure is only agreed as set down in the CIL Funding Decision Protocol if it supports infrastructure necessary to deliver the Local Plan.</p>
	<p>I am disappointed that funds generated from development across the Borough will have minimal benefit for the majority of our residents.</p>	<p>The purpose of CIL funding is not necessarily to deliver benefits to the wider community but is to facilitate delivery of Infrastructure necessary to implement the Local Plan.</p>
	<p>I cannot support more feasibility studies into cycle paths. 'CyclingUK' statistics show that less than 2% of the population cycles regularly yet local authorities are spending/allocating disproportionate amounts of funding (in percentage terms) to such ventures.</p>	<p>There is a lot of evidence by experts that suggests that we need to change the way we travel. As you are aware our Local Plan will increase housing in the Borough by >10,000 properties. In cities and urban areas where infrastructure has been provided there has been an average increase of 7% in modal shift to cycling.</p>
	<p>I cannot support more feasibility studies into cycle paths. 'CyclingUK' statistics show that less than 2% of the population cycles regularly yet local authorities are spending/allocating disproportionate amounts of funding (in percentage terms) to such ventures. We need to establish percentage of public that would use this facility before investing in it</p>	<p>There is a lot of evidence by experts that suggests that we need to change the way we travel. As you are aware our Local Plan will increase housing in the Borough by >10,000 properties. In cities and urban areas where infrastructure has been provided there has been an average increase of 7% in modal shift to cycling.</p>
	<p>I support any off road cycle paths. Potential use should be assessed before going ahead. Feasibility money should be used wisely and only if there is a good possibility of the scheme being able to raise further funds. Officers should prioritise these routes.</p>	<p>Support welcomed. Agreed funds granted for feasibility should be used wisely.</p>
	<p>Investment in cycle tracks and networks should be limited as these are used by the few despite our best efforts to encourage residents to use them for transport and leisure so I am happy to support 1 or 2 that are strategic.</p>	<p>Support welcomed. The main focus at the moment are the main arteries of the network for commuters and routes to school.</p>
	<p>I believe that we as a Council need to take a close look at every scheme that requires 'pot-building' elements to determine if they will deliver benefits to the wider community.</p>	<p>The purpose of CIL funding is not necessarily to deliver benefits to the wider community but is to facilitate delivery of Infrastructure necessary to implement the Local Plan.</p>

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	<p>If this means re-visiting decisions taken previously at Full Council, so be it.</p>	
	<p>We should be setting realistic priorities on the things we need NOW, that will have a direct benefit for the majority of our residents. The two schemes that spring to mind are the Warblington pedestrian crossing and the Rusty Cutter Teardrop Link Road. Other road schemes should be accelerated as these will give the greatest benefit to a wider number of residents.</p>	<p>The purpose of CIL funding is not necessarily to deliver benefits to the wider community but is to facilitate delivery of Infrastructure necessary to implement the Local Plan. Support welcomed.</p>
	<p>I left the briefing deeply concerned about the use of CIL funding in this pot and remain concerned now. I am grateful for your clarity as to the amount that is destined for feasibility studies but feel the number is somewhat misleading. As an example, your additional information details 'project implementation' but the bid for Havant & Waterlooville Transforming Cities is not implementing any project. I believe Councillor ██████████ referred to it as 'a punt'? Hoping that we then receive further funding? Or even more so the Warblington Bridge which is not implementation at all but design at a cost of £325k. When I challenged CELT on the cost of one bridge to another I was met with a 'that's what it costs' response. There is a substantial lack of detail. I struggle to understand how one bridge in Havant to one in Warblington having a £5million difference in cost?</p>	<p>One element of the CIL funding process is to lever in additional funding. A lot of central government funding opportunities are a 1 to 3 year funding opportunity. If then the project has not been completed the funding is withdrawn. The council needs to be in a position where we have "Project Ready" schemes. These means feasibility studies need to be completed and the project is feasible prior to the funding opportunity being available. With regard to the Transforming Cities Bid HCC are the lead authority in Havant area. The TCF bid is in the region of £21M to £31M for the Havant area and £118M to £220M greater Portsmouth and Isle of Wight area. HCC have carried out and completed feasibility studies for all the proposed projects in the Havant area. HCC have carried out a councillor TCF bid briefing on the 1 November 2019 where they explained the bid. In the new year there will be further briefings and a public consultation on the proposed projects before funding is available expected in April 2020. A feasibility study for Havant footbridge has been completed and the estimated cost for the bridge is estimated at £7.5M. The feasibility for Warblington has only just started but similar bridges of a similar size is in the region of £2.1M. The difference in cost is mainly down to the size of the bridge. Havant footbridge has ramps, steps and 3m wide. The Warblington footbridge is a standard footbridge over a railway similar to New Lane bridge stepped 1.8m wide with a cycle gully. The Havant footbridge with ramps will be 3 to 4 times the size of Warblington footbridge.</p>
	<p>It appears to me as more of an exercise to move money from one fund to another to assist with budgetary constraints and cover officer time. I did not think this is the idea CIL funding?</p>	<p>The purpose of CIL funding to facilitate delivery of Infrastructure necessary to implement the Local Plan. If this involves the use of HBC Staff it is fair that their team should be reimbursed. The use of consultants or external staff would be considerably more expensive and add to overall project costs.</p>

	<p>I am attempting to understand whose responsibility it is to pay for feasibility studies and the potential works required which are related to coastal erosion and flooding. There appear to be many interested parties and stakeholders such as the Environment Agency and also in our case, the Southern Regional Flood and Coastal Committee, Eastern Solent Coastal Partnership and the associated Shoreline Management Plans. Other bodies also appear to have carried out feasibility studies and have produced plans. Are the proposed Main CIL Pot Spends HBC's contribution to the Langstone and Hayling FCERM strategies and the Hayling Billy Trail and Billy Bridge feasibility studies?</p>	<p>In terms of roles and responsibility in Flood and Coastal Erosion Risk Management some information is provided below. I would be happy to discuss further as required.</p> <p>Private Landowners Private land owners and homeowners have ultimate responsibility for protecting their own property and land from flooding and erosion and they must act within statutory planning regulations and other applicable legislation to do so.</p> <p>Department for Environment, Food & Rural Affairs (Defra) Defra has overall national responsibility for policy on flood and coastal erosion risk management (FCERM) in England. The department provides funding for flood and erosion risk management through grants to the Environment Agency, local authorities and internal drainage boards.</p> <p>Environment Agency (EA) The Environment Agency supervises and works with other organisations to manage the risk of flooding and coastal erosion in England. They also directly manage flood risk from main rivers, the sea and reservoirs. There is however, no legal obligation for the EA to undertake these works, and as such the EA can stop building or maintaining defences if the cost is judged to outweigh the national benefits which are mainly focused around protecting life and property.</p> <p>Havant Borough Council (HBC) HBC are a Risk Management Authority and have permissive powers to undertake coastal protection and flood defence works (the same as the EA) but only do so where there is a wide public benefit; such as flood risk to life, property and infrastructure. HBC do not have responsibility or any legal obligation to maintain defences. HBC do however act to try and secure funding and deliver projects where there are sufficient benefits to the public, i.e. when there is a clear economic benefit to developing coastal defence works, when there is an appropriate engineering solution that is achievable and where environment legislation is not contravened.</p> <p>Hampshire County Council (HCC) (HCC) is the Lead local flood authority and has the lead operational role in managing the risk of flooding from surface water and groundwater. They are also the Local Highway Authority (LHA).</p> <p>Flood and Coastal Erosion Risk – Roles and Responsibilities https://www.gov.uk/government/collections/flood-and-coastal-erosion-risk-management-authorities</p>
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		<p>The EA and HBC are both risk management authorities and in this part of the country the Local Authority lead on both flood and erosion risk as they are well placed to do so. Funding processes remain the same no matter who is delivering a project and if the EA were delivering these projects, they would also be asking HBC to contribute.</p> <p>Several studies have been completed in the past by both the EA and HBC and on the ground works have also been implemented. However, with climate change and sea level rise we also need to plan for the future with these new studies and projects.</p> <p>The CIL funding for Langstone is to fund design and construction, however see responses above to note what the current funding shortfall is and who is likely to also contribute to the remaining shortfall.</p> <p>The CIL funding for Hayling Island is for a Strategy Study.</p>
	<p>As someone who is often held at the level crossing whilst driving along Warblington Road and seeing many pedestrians, runners and especially schoolchildren waiting for several minutes there, I believe the Warblington Footbridge project would offer benefit to a huge cross section of society. The more tangible and visible projects we can complete rather than a multitude of feasibility projects which do not enhance people's lives in the short to medium term makes more sense to me. Our resources are limited and to actually see projects come to fruition and make a positive mark on our community may reinforce in our resident's minds that we are spending money to achieve something they can actually see. The Havant and Waterlooville Town Centres - Transforming Cities spend would also benefit many and may attract businesses and other investment to these areas.</p>	<p>Support welcomed.</p> <p>In general terms feasibility will be a necessary stage in project delivery.</p> <p>However, point noted regarded the delivery of tangible and visible projects – we aim to publicise project delivery using media channels.</p>

Bid	Comment Received	Officer Response
	<p>I appreciate that placemaking has the intention of promoting people's health, happiness and wellbeing but if you are challenged in reaching those places or do not have the infrastructure on which to build upon that to achieve those aims it may appear slightly disjointed. I am unsighted as to how many people within Havant regularly cycle daily for work or for pleasure. However, this may be a 'chicken and egg' situation in that better cycle paths, which also have connectivity with all our neighbouring Council's cycle paths and routes, may increase that number. I shall read the HCC Cycling Strategy and appreciate that cycling is to be encouraged within the Local Transport Plan.</p>	<p>There is a lot of evidence by experts that suggests that we need to change the way we travel. As you are aware our Local Plan will increase housing in the Borough by >10,000 properties. In cities and urban areas where infrastructure has been provided there has been an average increase of 7% in modal shift to cycling.</p>
	<p>Might it be possible to prioritise some smaller projects (e.g.9, 10, 14 & 15) for action so that we could actually see the benefits of the CIL funding?</p>	<p>Bids 9 and 14 are currently supported. All valid bids received have been assessed against the CIL Funding Decision Protocol.</p>
	<p>Perhaps our scope is too great and there are too many projects annually to actually achieve anything? Looking back through the last 3 years of CIL proposals and bids there is a great deal of repetition - which concerns me that very few of these projects get passed the feasibility stage.</p>	<p>We have been involved in spending CIL since 2014 using the CIL Funding Decision Protocol which was agreed by Full Council. Capital projects may often take a long time to be implemented particularly if they involve other agencies e.g. The Environment Agency. For the latest position on CIL expenditure see www.havant.gov.uk/cil-spending-decisions.</p> <p>If a bid has been unsuccessful in the past it does not preclude it being submitted at a subsequent date. A bid's success depends in part on the other bids received at the same time.</p>
	<p>Eight of the bids seem to be associated with cycles and I am uncertain if this is good value or necessary. Surely bicycles are legal on roads. Would we get better value in terms of safety in promoting cyclists to wear helmets. I note that cycling furiously is still a fine-able offence under 1847 Town Police Clauses Act but cannot imagine that cyclists are that much of a problem. How many incidents have there been of cyclists injured by other road vehicles in these locations? Use of cycle lanes is not compulsory and cyclists still cycle in the road if given lanes anyway.</p>	<p>There is a lot of evidence by experts that suggests that we need to change the way we travel. As you are aware our Local Plan will increase housing in the Borough by >10,000 properties. In cities and urban areas where infrastructure has been provided there has been an average increase of 7% in modal shift to cycling. 102 cyclists were killed on British roads in 2016 compared to 20 deaths involving cyclist and pedestrians between 2011 and 2016 https://fullfact.org/health/cyclist-deaths/ . Cycle paths feel safer and if the infrastructure is built then more cyclists will use them. There are 1.3 million more cars on the road between 2011 and 2016 and continues to increase annually and cyclists are the most vulnerable user on the road. Of those that cycle, children are the most vulnerable hence the need for off road cycle paths.</p>

Bid/Category	Comment Received	Officer Response
General Comment/ continued	<p>I am concerned at your grouping of areas for consideration into Hayling, Waterlooville and Havant (which included Leigh Park). Re population, Hayling is a very small part of the Borough, certainly not one third.</p> <p>If you group together Havant (which presumably includes Bedhampton and Emsworth) and Leigh Park you have by far the greater population.</p> <p>If you look at need, Leigh Park has far fewer amenities than the other areas. Support and development is badly needed and yet, during the past years, there has been very little. I am aware that the regeneration plan is to deal with Havant Town and Hayling first. I am also aware that part of the regeneration aspiration is for a better educated and qualified population.</p>	<p>The three area groups are a new approach for this year. It makes sense to set Emsworth and Hayling as one group as they benefit from a higher CIL rate. The remainder of the borough has been split geographically. The NP funds received are directly attributed to the areas in which they have been collected.</p> <p>The Regeneration Strategy can be viewed online: https://www.havant.gov.uk/performance</p> <p>If there are any queries regarding the implementation of the Regeneration Strategy they should be addressed to the Regeneration Team as this is not within the remit of this project.</p>
	<p>I concur & fully agree with Councillor ██████ thoughts.</p> <p>The focus needs to be to aid & help those that benefit the most. We represent everyone & it's our duty to ensure that the money spent is spent on projects that will yield maximum benefits & satisfaction for the majority.</p>	<p>The purpose of CIL funding is not necessarily to deliver benefits to the wider community but is to facilitate delivery of Infrastructure necessary to implement the Local Plan.</p>
	<p>I couldn't agree more with ██████. I am sick of hearing about cycle ways, costing thousands of pounds for such a small proportion of the population benefitting when three years on Warblington Foot bridge is still no further getting started let alone finished. I am sick of hearing about feasibility studies costing thousands of pounds that could be carried out by one of our highly qualified officers, and I am sick of still seeing after five years as a Councillor that we still have over 2000 on our social housing list with an estimated housing wait of 6 years, ██████. We need to get our priorities right and stop squandering money.</p>	<p>Views noted. Infrastructure projects can be complex and all invariably start with a feasibility study.</p> <p>Progress has been made on the Warblington Footbridge Project and more detail can be obtained directly from the Civil Engineering and Landscape Team.</p> <p>CIL cannot be spent on affordable housing, Delivery of affordable housing or a payment in lieu of onsite affordable housing falls within relevant S106 Agreements.</p> <p>We understand from the Housing Team that as at 30 October 2019 there were 1697 applicant households on Hampshire Home Choice. The maximum current wait for Band 2 varies between 10 months and 1 year 4 months and for Band 3 from 2 years 3 months to 5 years 6 months. Further information can be obtained from the Housing Team.</p>

Bid/Category	Comment Received	Officer Response
		<p>The purpose of CIL funding to facilitate delivery of Infrastructure necessary to implement the Local Plan. Expenditure is agreed as set in CIL Funding Decision Protocol 2019.</p>
	<p>I too have to agree I'm afraid, as much as we need to encourage a healthier lifestyle & cycle, I can't see how we can warrant so much money being spent on a peripheral service, when there are so many other residents in need of appropriate help or support.</p>	<p>There is a lot of evidence by experts that suggests that we need to change the way we travel. As you are aware our Local Plan will increase housing in the Borough by >10,000 properties. In cities and urban areas where infrastructure has been provided there has been an average increase of 7% in modal shift to cycling.</p> <p>The purpose of CIL funding is to facilitate delivery of Infrastructure necessary to implement the Local Plan.</p>
<p>Langstone FCERM Scheme – Previously agreed funding</p>	<p>I especially support this bid; the risk of the bridge being flooded and Hayling isolated must be removed.</p> <p>Langstone FCERM. The proposed costs for this scheme are disproportionate to benefits. I am uncomfortable that HBC feels it is appropriate to spend funds to protect 59 houses (some in the value of £1M+) when the primary aim should be to protect and enhance (if possible) the existing connecting between Langstone and Hayling Island. Each property would benefit in the region of £30k sea defences, which would significantly increase their value, with no financial outlay from the owners.</p>	<p>Support welcomed.</p> <p>A major driver for the scheme is the protection of the A3023, the only road access onto Hayling, which would be impacted during extreme flooding, this is why current CIL contribution to the project was approved in 2019. The residential protection is alongside that significant infrastructure benefit.</p> <p>The most up to date figure for damages avoided by a scheme at Langstone is approximately £41 Million Cash Damages over the 50-year scheme design life. The estimated cost including risk is approx. £4.6million. How, these damages are estimated is explained in one of the responses below.</p> <p>The core scheme protects Langstone Village and the A3023. However, it currently does not include the houses to the west in the Mill Lane Area. If these residents want to be included in the scheme they need to contribute approximately a further £2million.</p> <p>At present the Core Scheme still has a shortfall of approx. £900,000. To close this gap we are seeking funding from</p>

Bid/Category	Comment Received	Officer Response
		Highways England, HCC, RFCC levy (which has already funded £301,000 towards the current study work) the public houses, utility companies and the residents themselves.
	The proposed costs for this scheme are disproportionate to benefits. I am uncomfortable that HBC feels it is appropriate to spend funds to protect 59 houses (some in the value of £1M+) when the primary aim should be to protect and enhance (if possible) the existing connecting between Langstone and Hayling Island. Each property would benefit in the region of £30k sea defences, which would significantly increase their value, with no financial outlay from the owners. We need to find a way to protect the road into Hayling. If properties end up being saved, a proportion of monies spent should be paid back or placed as a restriction at the land registry.	As above.
	Essential to maintain route to Hayling	Noted. Support welcomed
	How is the figure of £16 million of potential damages arrived at?	<p>The Damages are arrived at under a 'Do-Nothing' scenario which represents a hypothetical 'walk away' situation where no action is taken to manage the flood risk or maintain the existing structures in the study area. Developing this scenario is an essential part of an appraisal because it provides the baseline from which the 'Do Something' options can be compared against to demonstrate the economic benefits.</p> <p>With this approach the existing defences would be abandoned in terms of maintenance and repair, and no remedial or additional works would be carried out. In addition, adaptation to sea level rise or other climate change responses would not be addressed. Under this scenario the existing defences along the frontage would fail at the end of their residual life and the properties immediately behind the defences would be at increased risk of structural damage, undermining or collapse. Flood risk would be unmanaged and would increase significantly over time, resulting in much of the area becoming uninhabitable in the future.</p> <p>The most up to date figure for damages avoided by a scheme at Langstone is approximately £41 Million Cash Damages or £16 Million present value (discounted) over the 50-year appraisal period.</p>

Bid/Category	Comment Received	Officer Response
		<p>In terms of how these damages are apportioned, they reflect damage to residential and commercial properties, damage and disruption to public infrastructure (which is the key driver from HBC's perspective and why CIL is funding a large proportion of the project to protect the only road bridge to Hayling), damage to vehicles, damage associated with risk to life, damages for emergency clean up and temporary accommodation, traffic disruption damages, health damages (i.e. avoided impacts on mental health).</p>
	<p>Who owns the land on which the sea defences are to be built?</p>	<p>There is a mixture of land ownership across the frontage. Private, Hampshire County Council, Havant Borough Council and unknown. Ownership does not always reflect responsibility.</p>
	<p>Is not a second/better bridge to Hayling more value? - Gets used all day every day not just 1 in 200 years</p>	<p>The viability of a bridge is not a topic for the Coastal Engineering Team. However, in relation to the question about the road being flooded once in 200 years – a 1/200-year standard of protection does not reflect how often a flood event will occur. It refers to a level or depth of flooding that defences will be built to. A 1/200 year flood level has a 0.5% chance of occurring in any year and is determined through numerical flood modelling. So, this type of flood event is a low probability but high impact event and is the standard which is strived for in coastal engineering if it is affordable and deliverable.</p>
	<p>I understand that the Langstone FCERM Pot building request was approved at Full Council from 2018-2022 and while I am happy to support this scheme in principal I would like to explore the idea of reasonable contributions being calculated for all properties in the affected area. If necessary, the reversal of the original decision could be taken to Full Council. I do not feel that it is right with the financial challenges the council will face in the future for a small number of properties to be "protected" without contributions from residents themselves. The money saved by doing this could then be used to help achieve other projects across the borough.</p>	<p>The most up to date figure for damages avoided by a scheme at Langstone is approximately £41 Million Cash Damages over the 50-year scheme design life. The estimated cost including risk is approx. £4.6million. How, these damages are estimated is explained in one of the responses above.</p> <p>One of the key drivers for the scheme is the protection of the only road access onto Hayling during extreme flooding, this is why the council is supporting the current CIL contribution to the project.</p> <p>The core scheme protects Langstone Village and the A3023. However, it currently does not include the houses to the west in</p>

Bid/Category	Comment Received	Officer Response
		<p>the Mill Lane Area. If these residents want to be included in the scheme they need to contribute approximately a further £2million.</p> <p>At present the Core Scheme still has a shortfall of approx. £900,000. To close this gap we are seeking funding from Highways England, HCC, RFCC levy (which has already funded £301,000 towards the current study work) the public houses, utility companies and the residents themselves.</p>
<p>Hayling FCERM Strategy – Previously agreed funding</p>	<p>Hayling FCERM. All pot-building should cease until such time that a definitive determination is made in respect to how much of Hayling Island is to be 'saved' from coastal erosion. Once it is determined, it will feed into the regeneration ambition of the Council and have a direct impact on the Hayling Billy trail and West Beach.</p>	<p>See below.</p>
	<p>All pot-building should cease until such time that a definitive determination is made in respect to how much of Hayling Island is to be 'saved' from coastal erosion. Once it is determined, it will feed into the regeneration ambition of the Council and have a direct impact on the Hayling Billy trail and West Beach. We need to look at Hayling as a whole. Our regeneration plans county on Hayling West Beach being redeveloped. This should be included and reference made to what needs to be done to the Inn on the Beach (as per Eastern Coastal Partnership recommendations)</p>	<p>The ESCP secured £190,000 of Defra grant in Aid in 2018 to undertake a baseline assessment of the flood and erosion risk to Hayling Island, review all existing work, undertake a defence condition assessment and develop a funding strategy for future FCERM work.</p> <p>As part of that work we have heavily engaged with the Planning and Regeneration Teams to understand their wider aspirations for the island to ensure that when we develop the full Strategy these ambitions are taken into account.</p> <p>The CIL funding now being sought is to develop strategic options for all of the island, including West Beach as one of many sites with issues which need investigation, undertake environmental assessments, undertake public engagement and seek future funding and project partners for future FCERM work. This work will determine where it is likely to be possible to reduce the risk from flooding and erosion and where it is not.</p>
	<p>With Climate and probable sea level rise this must be done.</p>	<p>Support welcomed</p>
	<p>This is the remit of the EA</p>	<p>As in the response above for Langstone FCERM Scheme, the EA and HBC are both risk management authorities and in this part of the country the Local Authority lead on both flood and</p>

Bid/Category	Comment Received	Officer Response
		<p>erosion risk as they are well placed to do so. Funding processes remain the same no matter who is delivering a project and if the EA were delivering this project they would also be asking HBC to contribute.</p> <p>It is however important that the Strategy is led by the Local Authority, so it does not purely focus on flood and erosion risk to properties, but also looks as wider council objectives such as regeneration, place, tourism, environment, access etc. All of these broader objectives need to be considered to help shape the future of flood and erosion defence on Hayling Island.</p>
	<p>Risk is from Tidal Flooding which is short term</p>	<p>Tidal flooding and erosion are both immediate and long-term issues on Hayling Island. Being an island community, climate change is one of the largest challenges Hayling Island will face. It poses a significant threat to the economy, environment, health and way of life. Rising sea levels due to climate change are predicted to significantly increase the level of coastal flood and erosion risk on the island. The flood and erosion risk modelling which has been carried out as the first part of the project, funded by Defra through the Environment Agency, shows that 609 residential properties and 348 non-residential properties are currently at flood risk on the island from a 1/200 year flood level event (0.5% Annual Exceedance Probability (with no defences scenario)). With sea level rise and the inevitable failure of the existing defences (if there is no investment), in 100 years' time, these figures rise to 1830 residential properties and 660 non-residential properties at risk from a similar scale event.</p> <p>In terms of flood duration, you are correct, tidal flood events are short duration i.e. 2-3 hours, but during this time all the damages are realised and can take months to recover from. In terms of erosion damages once they occur they cannot be easily recovered from i.e. catastrophic loss.</p>