

Appendix 6

Havant Town Centre –Public Realm & Access Package

Active Travel (AT) and Public Realm (PR) Projects (North to South)

Green – Short term 2-3 years

Blue – Medium term -3-5 years

Red – Longer term aspiration – 5+ years

Project Ref	Project name	Project Description	Project Responsibility	Project Phasing & Delivery	Project Cost/Funding	Project priority comment	Timescale - Rank
AT1	National Cycle Network (NCN)22 – Petersfield Road	Sustrans Funded feasibility design underway for enhancement to NCN 22 linking Havant Academy with Havant TC (to NCN2): Included in LCWIP – along Petersfield Rd and Leigh Rd. Sustrans/HCC public engagement 13 December – 10 January.	Sustrans/HCC – HBC (CELT) collaborating	Overall Feasibility underway	Feasibility Funded	Improves active travel links between town centre and Leigh Park. Opportunity to increase wellbeing and access to jobs. Sustrans funds available alongside HCC funds. Recommend strong support to build collaborative engagement with HCC.	HBC/HCC4
		Phase 1: Leigh Rd – Elmleigh Rd junction improvements – Zebra crossing, traffic calming- implementation Autumn 2022 - HCC to implement	Sustrans/HCC – HBC (CELT) collaborating	Phase 1 detailed design – implementation Autumn 2022	Phase 1 fully Sustrans funded £690k – on site summer 2022	Whilst relatively minor this provides a starting point for wider active travel improvements both up Leigh Rd and West to link into the funded Elmleigh Rd scheme. Funded so recommend that this remains a high priority for delivery.	HBC/HCC2
AT2	Elmleigh Rd LTN1/20 scheme	HCC/CELT designed LTN1/20 segregated Active travel scheme linking northern landing area of Station footbridge with Havant College. A new segregated path created on north side of Elmleigh Rd, with zebra crossing from station, reduced carriageway on Elmleigh Rd and taking some of verge in front of courts, police and	HCC/HBC	Detailed Design by CELT February 2022; Tender Autumn 2022 on site January 2023	Fully HCC funded with some HBC CIL. (Latest estimate £1.7m)	Clear link from station to H&SDC to increase attractiveness of college and regeneration development on the Civic plaza. Funded recommend that this remains a high priority for delivery.	TCF1

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		Plaza to new Toucan crossing on Petersfield Rd to college.					
AT3	Havant Station Footbridge	Replace footbridge with LTN1/20 shared user bridge. HCC initial feasibility and design as part of LUF bid. HCC own the structure; it lands on HBC land at both ends and passes over Network Rail land. Critical project for town gateway/welcome	HCC/HBC, SWR and NR	Initial feasibility design – limited NR involvement	HCC feasibility recently costed bridge at £9.7m	Links Civic Plaza to TC. High cost and complexity are barriers. Recommended that this must remain as a key aspiration and feature in all future bids and development proposals.	HBC/HCC1
AT4/PR1	Havant Station Forecourt	Phase 1 - HCC TCF wayfinding scheme being designed by HBC (CELT) – signing and lining of station forecourt to direct cyclists/pedestrians to the Hayling Billy Trail.	HCC/HBC/SWR/NR	Initial Design by CELT – awaiting NR Licences	Fully funded from TCF (£30k)	Minor lining and signing wayfinding project that's funded from TCF and will improve active travel legibility. Small scheme to build collaborative approach with SWR/NR	TCF3
		Forecourt public realm – phased plan for forecourt enhancement. Planting (guerrilla!)/Lighting, painting. SWR rail now on the 2-year bridging contract for integration into Great British Railways (GBR) by 2023 which will integrate the former franchisees and Network Rail into one public body.	Regen team re-establishing contact with NR and SWR to move forward and to include HCC – establish MoU	Initial ideas	Potential use of HBC High Street funding	The Station is a critical town centre gateway and must be a high priority for improvement. Move to GBR provides opportunity to build positive collaborative relationship to support bridge project in the longer term.	HBC4
AT5/PR2	Havant Park	NCN22 runs along the northern edge of the park. Opportunity to enhance the route by routing through the centre of the park and cross Park Rd at KFC. This would be a landmark project (wholly owned by HBC) – Plan prepared by CELT to include new wider N/S active travel route from new footbridge to Elm Lane crossing o the Meridian, new café, recreation facilities and ramped design E/W route to connect to proposed Park Rd (N) toucan crossing to Market Parade.	HBC	Initial Park Design and costing completed by CELT. (Report to be Attached)	Costed N/S route at £740k and E/W route costed at £451k	Strategically significant opportunity to improve active travel routes and increase attractiveness of healthy lifestyle in the heart of the town centre. Recommended that whilst no funding currently identified the site is wholly owned by HBC and investment here would make a positive statement about regeneration and be a catalyst for town centre transformation. A	HBC1

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						business case and engagement plan will be needed to seek funding and gain community support.	
AT6	Warblington Footbridge	Not in town centre but connected to Havant Station by NCN2. Local rather than strategic active travel benefit.	HBC/NR	Completed GRIP 2 - initial options design. Cabinet decision on GRIP 3 & 4 progress 15/12/21	CIL Funded feasibility. Construction estimates minimum £3.55m. CIL and S106 funds set aside for project - currently @£800k funding gap	Locally significant project that supports active travel. Positive progress made with Network Rail and committed sunk cost in project means that this is recommended to be progressed subject to final costs implications.	HBC2
PR3	West Street	Design for pedestrianisation of West Street in front of St Faiths church. Initially part of wider surfacing proposals along East, North and South Streets submitted as a Heritage Action Zone (HAZ) bid in July 2019. West St section could be freestanding as there are heritage gates already installed and used on market days. When open used for disabled parking, some deliveries, many short drop offs, funerals and can be a conflict point with pedestrians.	HBC -CELT & Traffic Orders; HCC	Initial design and costing	HAZ bid overall costed at £840k in 2019. No current funding. Need to cost West St element separately	Recent serious traffic accident in turning head puts into focus. Recommend need to develop and consult on bringing this scheme forward, subject to funding availability could be implemented relatively quickly	HBC3
AT7	Park Rd South	Reduced scale TCF project to improve bus access from Park Rd South southbound onto Langstone Roundabout (RAB). Originally had new dedicated bus lane, but due to National Highways requirements who manage the RAB has been reduced to minor widening of road from the existing bus layby.	HCC, National Highways – CELT support	Detailed design by HCC	TCF fully Funded. Cost £?	Scheme has been revised significantly due to National Highways requirements overriding local transport priorities. Minor benefits expected from clarity of lane directions. Will create traffic issues during	TCF2

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						implementation. Will be implemented by HCC.	
AT8	A27 Underpasses	Part of NCN2 national coastal route. Underpass from Tesco Superstore, Solent Rd under the A27 slip roads and main carriageway. Low headroom under the Slips. Runs along hermitage stream and shared user path is @2m max width and well used by pedestrians and cyclists from the Langstone tech park/Penner Rd commercial areas accessing Havant TC. Langstone TP developments may include some improvements on LTP private land. Hayling Billy trail route options feasibility considered the potential to widen the path with a cantilevered design, would need EA approval to not reduce flood capacity in the stream.	HCC/HBC/National Highways/EA	Initial ideas from Atkins	Initial Atkins costing @£200k. More work required – could use the residual from the CIL feasibility funding.	Atkins route options preferred routes through the Langstone RAB. However, National Highways requirements likely to be major barrier. Recommend that the underpass widening is investigated, and a design drawn up for consultation with HCC/EA and National Highways	HBC/HCC 3
AT9	Hayling Billy Trail (HBT) - Route Options	In collaboration with HCC Atkins have been commissioned to review options for a direct route from Havant Station to Langstone, including a new bridge. The report is due for completion in January 2022, at the same time as the CELT feasibility study into route and surfacing options for the Hayling Island section of the HBT. The HBT is owned by HCC as both highways and countryside land. Takes in elements of NCN22, NCN2 and the English Coastal path and is subject to flood and erosion in parts. Potential for the whole route to be both a major leisure/recreation attraction and an important part of the transport network to reduce reliance on the A3023.	HBC, HCC, Coastal Partners, National Highways, EA, Natural England	CELT and Atkins Feasibility reports complete January 2022. Hayling Coastal Strategy late 2022.	Mainland route options initial costings £3-£4m. Unfunded.	The complexity of the route requires an overall masterplan, including phasing and costings starting from Havant Station. The recent feasibility studies provide a sound evidence base on which to develop such a plan. HCC are main owner and seeking their support for overall masterplan and clarity on lead.	HBC/HCC 4