

Havant Borough Local Plan (Allocations)

Strategic Transport Assessment

October 2013

Cleaner, Safer,
More Prosperous



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1 Introduction

- 1.01 The Havant Borough Local Plan (Core Strategy), which was adopted by the Council in March 2011, is the principal document in the Local Plan. It includes a commitment to identify sufficient space for 6,300 new homes and 162,000square metres of employment floorspace between 2006 and 2026. In addition, the Core Strategy identified a requirement of 13,000 square metres of new comparison retail floorspace to 2016. The Havant Borough Local Plan (Allocations) (to be called the Allocations Plan in this document) allocates sites necessary to meet the development requirements set out in the Core Strategy.
- 1.02 The purpose of this assessment is to show, in line with the National Planning Policy Framework (NPPF), how the levels of development proposed in the Allocations Plan can be accommodated without a significant impact on the Borough's transport network. In order to do this, this assessment first provides some background information on the work completed to date. It gives an overview of the transport evidence that supported the levels of growth set out in the adopted Core Strategy. It then looks at the methodology used to arrive at the sites in the Publication Allocations Plan and shows how Officers have sought to minimise any identified negative impacts on transport. It sets out how identified negative impacts on transport can be mitigated, and how this mitigation can be delivered.
- 1.03 In line with those aspects of the Hampshire Local Transport Plan 2011 – 2031 relevant to Havant Borough, this assessment considers the following:
- The Road Network; and
 - Sustainable Transport (defined as cycling, walking, bus travel and rail travel)
- 1.04 In addition to allocating sites for future development, the Allocations Plan also sets out some Strategic and Development Management policies that complement those in the Core Strategy. Together with the Core Strategy policies, these help to provide the policy framework within which planning applications for development on the individual allocations will be made. With regard to this assessment, Policy AL5 Cross Borough Rapid Transport Route of the Publication Allocations Plan is of notable regard. Although this report is primarily concerned with the impact of the allocations, the delivery of the scheme encouraged in this policy is also referred to.

2. Context

2.01 The context for this Transport Assessment is given by transport and planning policies, existing transport infrastructure and proposed transport infrastructure improvements. It should be read alongside the Strategic Infrastructure Delivery Plan October 2013.

Transport and planning policy

2.02 National, county level, sub-regional and local transport and planning policies have provided the context within which the sites in the Allocations Plan have been selected. These include the following (a full list is given in Appendix 1).

- Hampshire Local Transport Plan 3 (LTP) 2011-2031
- 'Towards Delivery' 2008 (Transport for South Hampshire)(TfSH)
- 'Reduce Strategy 2009 (TfSH)
- Freight Strategy 2009 (TfSH)
- South Hampshire Joint Strategy (SHJS) (chapter 7 of LTP)
- Spatial Strategy for South Hampshire (PUSH)
- Transport Delivery Plan 2012-2026 (TfSH) February 2013
- Havant Borough Transport Statement, HCC, adopted September 2012
- The Havant Borough Local Plan
- Havant Borough Council's Active Travel Study 2011-2016 (adopted March 2012)
- Havant Borough Cycle Network Map 2013

Existing Transport Infrastructure

2.03 The context for assessing the impact of the Allocations Plan on transport in Havant Borough is also given by the existing highway network. The situation in August 2012 is set out as baseline data in chapter 4 of the Sustainability Appraisal of the Havant Borough Local Plan (Allocations) DPD Scoping Report August 2012,(Lepus Consulting). (<http://www.havant.gov.uk/sites/default/files/documents/SA%20Scoping%20Report%20Aug%202012.pdf>) This describes the strategic road network and outlines rail travel, bus travel, cycle routes and public rights of way in the Borough.

3. Background

3.01 The National Planning Policy Framework (NPPF) states, in paragraph 6, that the purpose of the planning system is to contribute to the achievement of sustainable development: that is development which is sustainable economically, socially and environmentally. This is the prime consideration in formulating policies and allocating sites in the Allocations Plan and is reflected throughout the Plan's preparation.

Impact of levels of development in the Core Strategy: Road Network

3.02 In August 2009, Peter Brett Associates published, 'Assessing the Impact of the Harbour Authorities LDF Proposals on the Strategic Road Network'. This was commissioned by the Partnership for Urban South Hampshire (PUSH). It assessed the impact of the levels of development proposed in all the existing and emerging Development Plans of the PUSH area on the strategic road network. The study assessed the overall impacts and the impacts within each of the constituent authorities of PUSH.

3.03 The work used the Saturn Model to predict traffic generation and apportion flows across a designated network which included strategic and some non-strategic roads.

3.04 In the Havant Borough section the assessment assumed an additional 6,472 homes (based on the South East Plan figure and the emerging Havant Core Strategy quantum – using the more specific sites from the potential sites in the Strategic Housing land Availability Assessment (SHLAA)), 32,118sq m of retail space and 206,888sq m of employment space in Havant up to 2026. It also assumed transport improvements under the SE Hampshire Regional Funding Allocation – Refresh 2008 and looked at the impact of a proposed Bus Premium Network. Sites allocations where known were incorporated in the model: where they were unknown consultants used the best available data.

3.05 The Saturn Model predicted traffic generation and apportioned flows across the designated network. Whilst not overtly site specific, the predicted trips were related to zones. Nevertheless, the zone numbers were based on the potential site numbers from the individual authorities SHLAAs, therefore the work was robust and realistic.

3.06 Twenty-four zones were identified in Havant, based on census areas. This approach was used to take into account the fact that the number of trips generated by each zone will be influenced by of that differing characteristics of zones. (Transport Assessment Methodology Appendix B, paragraph 1.2.1).

3.07 The report concluded: The Bus Premium Network would result in the removal of 1.65 per cent of study area traffic removed; 'The junctions within Havant are in general classified as 'approaching capacity' by 2026. This implies that it should be possible to accommodate further development based on the normal financial contributions that would accrue from developers as they promote the various sites. These contributions should allow improvements to be made to these junctions (if required) that will cater for the additional traffic' (para 8.1.7).

3.08 In January 2010 the Havant Transport Mitigation Study was published, this complemented the Peter Brett Study. It sought to outline how the impact of proposed development on the strategic road network as identified in that Study, could be mitigated up to 2026 and beyond.

Impact of levels of development in the Core Strategy: Sustainable Transport

3.09 The Havant Transport Mitigation Study sets out a mitigation action plan for Havant. This includes measures to encourage modal shift from car to sustainable means of transport as

set out Table 1 below. These initiatives were being developed when the report was published which stated that they needed to be developed through to 2026. They formed the backdrop for work on the Allocations Plan.

Table 1: Extract of Mitigation Measures Action Plan for Havant Borough March 2010

Classification	Measure and Action Commentary	Timing & Funding
Smarter Choices	Car sharing. The Hants Car Share Website has nearly 350,000 members. There is also a shared taxi scheme run by HCC that covers the North Hayling area for elderly and disabled people. NHS Patient transport also has shared vehicle services for those attending NHS appointments. Further details are available through the Council's web pages on Community Transport.	The car share web facility is running. More investment from LTP3 and S106 contributions could help promote and extend the impact of all the transport sharing schemes
Smarter Living (Home working/Deliveries)	The eHampshire organisation website is dedicated to providing Smarter Working facilities including the MATISSE smarter working project.	eHampshire and MATISSE are ongoing and funded by SEEDA. This is an excellent facility and needs to be promoted more.
Encouraging Walking	The emerging Havant Walking & Cycling Strategy confirms that existing footpath structure is a sound baseline. Ongoing safety lighting improvements, ongoing footpath maintenance & surface improvements; education/signage improvements – production of 'walking networks map' with links to bus network; vouchers for walking related services	Ongoing programme working in partnership with Hampshire highway authority utilising maintenance funds and green transport Section 106 funds.
Improved Travel Information	Google & Bing maps provide journey planners. Nation Rail provides ticket purchasing facilities. Havant has a dedicated travel planning website developed by Xephos that links to real time running data for all modes of travel including local and national coaches, rail, ferries, including Hayling Ferry.	In place and will continue to be improved. Funded by HBC/HCC.
Personalised/Residential Travel Planning	The Xephos travel planning website referred to above enables individuals to travel plan	In place and will continue to be improved. Funded by HBC/HCC.
Workplace/Area/Retrofit Travel Plans	As part of the Havant Public Service Village (PSV) proposals, the Council is taking an important leadership role in changing attitudes towards workplace travel. The travel plan will consider a 25% increase in staff with no additional parking The new Scottish and Southern	SSE is currently being implemented and paid for by the company. PSV proposals are emerging and will be paid for from the

	<p>Electric call centre development at Langstone Technology Park has also implemented a workplace travel plan. The impact of this is being monitored and could provide useful lessons. Strategic employment sites, e.g. Dunsbury Hill Farm, and existing large business parks will be a focus for workplace travel planning.</p>	<p>redevelopment.</p>
<p>Encouraging Cycling</p>	<p>The emerging Havant Walking & Cycling Strategy identifies a two-part system formed of CORE and LOCAL routes, and, most importantly, links into and builds upon the development of the National Cycle Network (NCN). The improvement of the borough cycle network has potential to improve health,</p>	<p>Ongoing programme working in partnership with Hampshire highway authority utilising maintenance funds and green transport Section 106</p>

4. Preparation of Draft Local Plan (Allocations)

Informal Consultation

- 4.01 During January and February 2012 stakeholder workshops were held to invite views on proposed allocations. These proposals came from on-going work on the Strategic Housing Land Availability Assessment (SHLAA) and discussions with stakeholders. During May and June 2012 local area specific exhibitions were held which invited comments on proposals from members of the public.
- 4.02 Below are summarised the responses to the informal consultation from the Highways Agency (HA) and Hampshire County Council (HCC) as the primary transport authorities. These representations informed the preparation of the Draft Allocations Plan, December 2012.

Table 2: Summary of representations received at informal stage, Summer 2012 and Havant Borough Council Responses

Highways Agency	
Consultee comments	HBC Response and Action
Unable to comment until provision of detailed assessment of infrastructure as part of implementation plan. During development of this plan would seek information showing no material impact on Strategic Road Network would be caused, and where there is discussions are held on appropriate mitigation.	These comments have been taken into account. NPPF paragraph 32 requires that all developments that generate significant amounts of movement should be supported by a Transport Statement or Transport Assessment. This assessment has been therefore produced in response. The HA is a statutory consultee on all development that would have a significant impact on the highway network and would be involved in discussions on mitigation. The Sub-Regional Transport Model for Urban South Hampshire has been used to understand the combined impacts of the development set out in the Allocations Plan and the Strategic Road Network. This is referred to in more detail later in this assessment. The Highways Agency has been involved in the progression of this work during the course of the Allocations Plan's preparation
Hampshire County Council	
Consultee comments	HBC Response and Action
No formal objections on highway grounds. Transport Assessment or Transport Statement will need to be required for sites finally put in Draft Plan.	These comments have been taken into account. This Transport Assessment has been prepared in response to the specific request made above. The Sub-Regional Transport Model for Urban South Hampshire has been used to understand the combined impacts of

<p>Mitigation for the highway network to be funded at nil expense to the Highway Authority. Overarching Transport Assessment needed for the combined sites impact on the highway network in Havant. In this respect the Sub-Regional Transport Model for urban South Hampshire can be used to assess the transport impacts of the proposed developments for the various spatial scenarios</p>	<p>the development set out in the Allocations Plan and is referred to in more detail later in this assessment. HCC has been involved in the progression of this work during the course of the Allocations Plan's preparation. It is understood that impacts that are a direct result from the development of individual sites will be considered as part of a planning application. Where mitigation is required as a direct result of the development, contributions from the applications would normally be sought. There may however be existing issues with the capacity of the highways network that may require mitigation. Identifying sources of funding for these improvements will need to be resolved by those bodies responsible for highways.</p>
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4.03 At this stage no response was received from Department for Transport, Emsworth & District Bus Company, First Hampshire Bus Company, Havant Area Access Group, Network Rail, South West Trains, Stagecoach Coastline.

Sustainability Appraisal

4.04 As result of the emphasis of national, county, sub-regional and local policy, combined with the results of consultations, two sustainability objectives were developed, to be included in the Sustainability Framework. These are:

- Objective 4: 'Promote and support climate change mitigation through reducing Havant's greenhouse gas emissions from all sources', and:
- Objective 11: 'Improve the efficiency of transport networks by increasing the proportion of travel by sustainable modes and by promoting policies, which reduce the need to travel.'

4.05 The sustainability framework was used in the Sustainability Appraisal that was carried out on possible sites, alongside the development of the Draft Allocations Plan. The inclusion of these objectives meant that the final choice of sites took into account capacity for modal shift from car to forms of sustainable transport. Distances of sites to identified centres, and to bus stops and train stations were some of the numerous factors taken into account.

4.06 The results of the Sustainability Appraisal can be found in the document: Sustainability Appraisal of the Havant Local Plan (Allocations) Volumes 1 and 2.
www.havant.gov.uk/draft-havant-borough-local-plan-allocations/sustainability-appraisal-and-allocations-plan

5. Consultation on the Allocations Plan

5.01 In December 2012 the Borough Council published the Draft Local Plan (Allocations). As outlined above, this took full account of consultations and background work on the potential impact of proposals on highways and sustainable transport.

Consultations

5.02 This was subject to a statutory consultation process (Regulation 18) as set out in The Town and Country Planning (Local Planning) (England) Regulations 2012. The results of this which are relevant to this Transport Assessment, are set out below. These responses informed the Publication Local Plan (Allocations).

Table 3: Summary of comments and HBC's response

Network Rail	
Consultee comments in summary	HBC Response and Action
Development affecting level crossings Suggested policy wording – 1. The Council have a statutory responsibility under planning legislation to consult the statutory rail undertaker where a proposal for development is likely to result in a material increase in the volume or a material change in the character of traffic using a level crossing over a railway; 2. Any planning application which may increase the level of pedestrian and/or vehicular usage at a level crossing should be supported by a full Transport Assessment assessing such impact; and 3. The developer is required to fund any required qualitative improvements to the level crossing as a direct result of the development proposed	Points noted. The Council acknowledges its role in the planning application process. These matters will be dealt with in individual Planning Applications as part of transport assessment. No action.
Improvements to rail facilities and infrastructure - Request (from Network Rail) Network Rail for a specific policy which requires developers to fund any qualitative improvements required in relation to existing Network Rail facilities and infrastructure as a direct result of increased patronage resulting from new development	Points noted. This will be dealt with in individual planning applications, where appropriate, as part of transport assessment. No action.
AL6 - Route crosses Network Rail Land south west of Bedhampton Station	Noted. The route is indicative and the impacts will need be considered in more detail as part of the planning application process. No action.

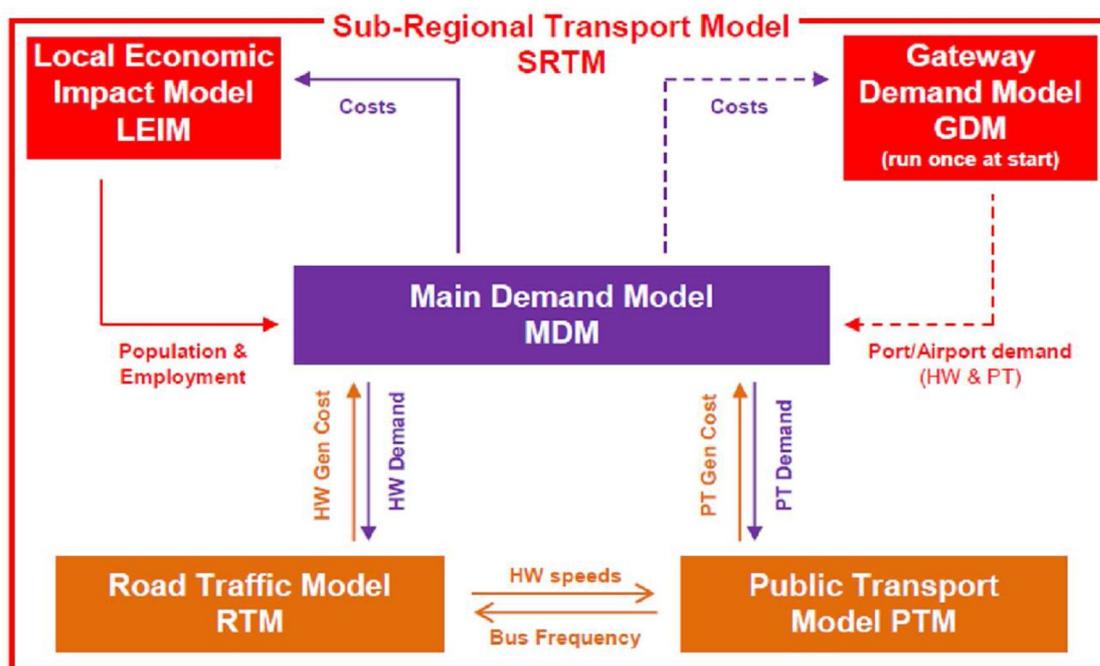
Highways Agency	
Consultee comments in summary	HBC Response and Action
Site BD8 - Severe impact on traffic flow from Hayling Island. Could have a material impact on the Strategic Road Network junctions without mitigation measures	This has been assessed and no overriding issues have emerged. Some mitigation will be required. It is expected that this will be required as planning applications for development come forward
Site BD10, BD11, BD14, BD16 - Could have a material impact on the Strategic Road Network junctions without mitigation measures	Modelling work on the impact of the allocations on the SRN has been undertaken. This shows that mitigation of combined impacts of development on part of SRN will be required as development comes forward. The level of mitigation required does not prevent sites being allocated in the plan. Mitigation will be required as individual sites come forward through the planning application process. Given the scale of development of the site, development management will require detailed transport assessment to support the application. This will identify site related impacts and request contributions for mitigation where appropriate.
Hampshire County Council	
Consultee comments in summary	HBC Response and Action
It has not been demonstrated that each proposed allocated site can be delivered in highway terms. The proposed sites include no highway or transport details with even the proposed point or road of access being unclear in most cases	Further work has been undertaken in consultation with the Highways Authorities. More information and detail was developed and added to the Publication Local Plan (Allocations) and to the supporting evidence base
Include reference to requirement that developments should protect existing rights of way and seek to provide new walking and cycling links to local amenities, open space and countryside	This is not the role of the Local Plan. Rights of way are protected by existing Acts and legislation No action
Include reference to Hampshire Countryside Access Plan	

- 5.03 No representation was received from the Department of Transport, Emsworth and District Bus Company, First Hampshire Buses, Havant Area Access Group, South West Trains, Stagecoach Coastline.
- 5.04 At this stage, there were no overriding objections in regard to soundness to the allocations proposed on the grounds of impact on either the road network or sustainable transport.

Road Network Issues

- 5.05 MVA consultants, acting on behalf of Transport for South Hampshire (TfSH) the transport arm of HCC and PUSH created the Sub Regional Transport Model (SRTM) in early 2012. The SRTM modelling suite (as illustrated in Figure 1 below) is an evidence-based land-use and transport interaction model developed to provide a strong analytical basis for the development of coherent, objective-led implementation plans to enable the changes in transport provision required to deliver prosperity to the area. The integrated forecasting approach contains a suite of transport models and an associated Local Economic Impact Model (LEIM). The toolkit has been developed to assist in the on-going investigation, appraisal and assessment of the following policies; strategies; and infrastructure, management and operational interventions on land-use policies and transport provision. The SRTM is available to be commissioned by any local authority or developer and provides a comprehensive, consistent and nationally recognised approach to transport modelling.

Figure 1 The Sub-Regional Transport Model



- 5.06 Havant Borough Council independently commissioned MVA, through TfSH, to run the SRTM to assess the transport implications of the emerging Draft Local Plan (Allocations) in August 2012. The aim of this work was to support the Plan and identify whether or not the levels of development proposed, raised any significant transport issues and, if so, how these could be mitigated. It built on the earlier work by Peter Brett Associates and PUSH which was undertaken for the Core Strategy.
- 5.07 The MVA study follows a three stage process:
- Stage 1 – 'Without Development' Scenario
 - Stage 2 – 'With Development' Scenario
 - Stage 3 – Development of Highway mitigation measures

It added detail to the Peter Brett findings by firstly understanding the ways in which the flow of traffic would be impacted by the proposals. It then assesses the impact of these flows on major junctions. Hampshire County Council, the Highways Agency and Havant Borough Council officers were involved in this whole process.

5.08 When published in Nov 2012, the results were stated as draft. The conclusion states: 'The overall impact of the draft allocation sites can be summarised as a general worsening in highway network performance across the Borough but without the creation of major new congestion issues. By 2026 the local Havant highway network is predicted to feature a number of congestion hotspots near the A3(M), and A27 strategic routes. However, the SRTM tests indicate that the majority of the congestion hotspots would be present even without the allocation sites.' (paragraph 10.1.5).

5.09 The report and its findings were endorsed by the Highways Agency and Hampshire County Council. In essence, this report demonstrated that the allocations in the Plan would not cause any significant highways issues, that would prevent sites or the Plan progressing. No showstoppers to development were found.

Sustainable Transport Issues

5.10 Havant Borough Transport Statement: Hampshire County Council in consultation with individual local authorities produced this [suite of Transport Statements](#). The Havant Borough Transport Statement (September 2012) helps set the context for transport in the Borough and includes a vision to help deliver 'safe, efficient and reliable ways to get around, helping to promote a prospering and sustainable area'.

5.11 The Havant Transport Statement outlines the following priorities:

- Promote sustainable economic growth by maintaining a safe and efficient highway network, reducing casualties and tackling congestion on the transport network;
- Improve access to jobs, facilities and services by all types of transport;
- Facilitate and enable new development to come forward;
- Reduce carbon emissions and minimise the impacts of transport on the environment.

On-going work by Hampshire County Council and Havant Borough Council:

5.12 The Havant Borough Statement includes a Schedule of Transport Improvements, which lists numerous sustainable transport schemes, whose delivery will help meet the statements, visions and priorities for Havant Borough.

5.13 The Schedule of Transport Improvements includes schemes at the strategic and local level including highway schemes and schemes such as walking, cycling and public transport. It is summarised in Table 5. Officers of Havant Borough Council, working in consultation with the County Council, have used the Transport Statement Schedule of Transport Improvements as a basis for identifying those transport schemes which aim to increase the modal shift from car to sustainable transport. Officers have also identified those schemes they would like to be funded through either the Community Infrastructure Levy (CIL) (as CIL123 schemes) or through s106 agreements. These are summarised in Appendices 4 - 6.

5.14 These improvements will also have a positive impact on the sustainability of the allocations, as overall the schemes will help to improve the existing highway network, and promote sustainable forms of transport. The allocation of sites in the plan and their delivery is not tied to the delivery of the schemes in this list. However, there may be instances where detailed transport assessment produced in support of planning applications for the site, may determine that local impacts are best mitigated through contributions to one or a number of these schemes. This detail regarding any small scale site specific mitigation will emerge through a planning application.

Policy AL5 Cross-Borough Bus Rapid Transport Route:

- 5.15 Policy CS20 of the Core Strategy established the need to improve east-west transport links across the borough with a cross borough public transport route. This proposal is carried forward in the Draft Allocations Plan in Policy AL5. This states:
'Planning permission will be granted for development proposals that help deliver the Cross-Borough Bus Rapid Transport Route as shown on the Policies Map. Development proposals will not be permitted where they could prevent the future provision of this route.'

6. Havant Borough Publication Allocations Plan)

6.01 This Plan is published in October 2013. It is the culmination of the earlier work set out and takes into account comments from consultees as set out in the Statement of Responses, which is part of the evidence base for this document.

Further MVA work (STRM model)

6.02 As stated in paragraph 5.09 above, the Highways Modelling work determined that there were no showstoppers to the delivery of the Plan. Stage 3 of the Highways Modelling MVA study allowed for the development of Highway mitigation measures and the authorities agreed that this exercise might provide some useful detail on the workings of specific junctions.

6.03 Havant Borough Council had an opportunity to assess five junction in the Borough in more detail, as part of the contract with MVA, and asked the highways authorities which junctions they would like to see more detail on. The Highways Agency were satisfied with the information they has seen up until this stage, and stated that did not need to see any more detail, because they were satisfied that the allocation in the Plan would not have a significant effect on the Strategic Road Network. Hampshire County Council requested further analysis on five (non-trunk road) junctions and identification of potential mitigation measures. These junctions were:

- Stockheath Road/Petersfield Road
- Park Road North/ Elm Lane
- Harts Farm Way/ Southmoor Lane/Brookside Road
- Harts Farm Way/ A27 J5
- A27/ Langstone Road

6.04 It should be noted that there are other junctions within the borough where there may be potential issues which may require mitigation. These have not been included in the above list. Thus, other junctions, where proposed development may significantly impact of traffic flow, will be subject to a Transport Assessment at planning application stage.

6.05 For all five junctions listed above, two scenarios have been modelled:

- Without Allocations Plan development
- With Allocations Plan development

6.06 This modelling has identified that three junctions do not require any mitigation to accommodate traffic potentially resulting from the Allocations Plan, for the junction performance remaining within acceptable bounds. These junctions are:

- Stockheath Road/Petersfield Road
- Harts Farm Way/A27 J5
- A27/Langstone Road

6.07 However, the MVA evidence shows that as a direct result of the allocations in the plan, improvements to two junctions will be needed to support development as it comes forward. These are:

- Park Road North/ Elm Lane;
- Harts Farm Way/Southmoor Lane/Brookside Road;

6.08 Thus, the junction of Park Road North/ Elm Lane can be demonstrated to perform within capacity with a 1second increase in the junction cycle time. The junction of Harts Farm Way/

Southmoor Lane/Brookside Road experiences more significant capacity problems both with and without the Havant development traffic, but flows on Southmoor Lane may be overestimated and should be considered worst case because this link is a zone loading point. This study has identified an alternative junction configuration that operates within capacity through converting the existing mini-roundabout to traffic signal control. This information is provided in more detail in Appendix 2 and in the SRTM Stage 3 Report, that is part of the evidence base supporting the Plan.

Mitigation and Delivery

- 6.09 SRTM model results: the table set out in Appendix 2 shows the mitigation measures proposed as a result of the SRTM model, sets out the timescale for the work and the funding mechanism to be used for delivery.

Developer Requirements in Allocations Plan

- 6.10 The individual site profiles for each site in the Allocations Plan set out known constraints and site specific development requirements. Where appropriate, these relate to the road network, sustainable transport and probable access points of sites. These policies make prospective developers aware of site requirements and will also be used in negotiation by Development Management officers in progressing planning applications.

Developer contributions secured through the planning application process

- 6.11 Where relevant, developers may be required to enter into S106 or S278 agreements with Havant Borough Council and/or the highway authority to ensure that appropriate mitigation is delivered. This will be requested in accordance with CS21 and DM12 of the Core Strategy.
- 6.12 Policy DM12 of the Core Strategy aims to ensure that new developments mitigate their transport impact. This policy requires that a transport assessment or a transport plan is submitted with any planning applications for major development proposals or proposals likely to have significant transport implications. This will identify transport impact, and appropriate mitigation. Policy DM12 applies to all planning applications made within the borough as well as those on sites within the Allocations Plan.

DM12 Mitigating the Impacts of Travel

New developments will be required to mitigate their travel impact, including the environmental impacts of travel (such as noise, air and visual pollution) and impacts on amenity, health and climate change by ensuring that, where relevant, the following criteria are met:

- 1. Adequate provision is made for integrated and improved transport infrastructure or appropriate mitigation measures, through direct improvements and S106 contributions in accordance with the Hampshire County Council Transport Contributions Policy.**
- 2. The submission of a transport assessment and travel plan alongside any planning application on proposals for major development or where a proposal is likely to have significant transport implications.**
- 3. The submission of a transport statement must accompany planning applications to explain changes to travel demand.**
- 4. A bond is provided which will be used to mitigate negative travel impacts of the development, should the travel plan fail to achieve its targets. This bond will be held by the relevant local transport authority.**
- 5. In relation to outline planning applications, a framework for the preparation of travel assessments and travel plans will be submitted with the planning application proposals.**

- 6.13 Contributions for highways improvements set out in Appendix 3 and 4 may also be funded through CIL. The approved CIL charging schedule is shown in Table 4.

Table 4 Community Infrastructure Levy - Charging Schedule

Development Type	CIL Rate (£ per sq m)
Residential* (one dwelling or more) - Emsworth and Hayling Island - Rest of Borough **	£100 £80
Hotel	£0
Industrial Offices	£0 £0
Retail - Town centre - Out of centre > 280 sq m - Out of centre < 280 sq m	£0 £80 £40
Community uses	£0

* The residential rate excludes extra care housing.

- 6.14 **Mitigation Action Plan Update**
Table 1 sets out an extract of the mitigation action plan for Havant that was included in The Havant Transport Mitigation Study. Table 5 is an update of this information. It includes measures that will help to achieve a modal shift from car to more sustainable means of transport.

Table 5: Mitigation Measures Action Plan Update for Havant Borough.

Classification	Measure and Action Commentary	Timing & Funding
Smarter Choices	<p>Car sharing - The Hants Car Share Website (https://hants.liftshare.com/default.asp) has nearly 483,450 members. The Hayling Island Carshare scheme has replaced the Northney Carshare and Call and Go scheme in Hayling Island. Those eligible for the scheme can book a car to Havant or Mengham from anywhere in Hayling Island. You can use the Carshare if; no buses travel at the time you need: or to where you want to travel, or you live a long way from the bus stop, or you find it difficult getting on or off public buses, or you are accompanying someone who fits the criteria.</p>	<p>Hampshire County Council have teamed up with 'Liftshare' to provide this service. HCC fund this service through their Passenger Transport Budget. This service has been running for a number of years. HBC runs the Public Plaza Liftshare scheme for staff to encourage lift sharing. Similarly Hampshire County Council run a private group.</p>
Smarter Working (home working/remote working/flexible hours)	<p>Smarter working is allowing flexible hours, home working and remote working. The Matisse (Mobile and Teleworking for a Smarter South East) Smarter Working Programme is designed to accelerate such working. eHampshire.com includes links to various websites to help those home working or working remotely. Workwise UK aims to make the UK one of the most progressive economies in the world by encouraging Smarter Working Practices.</p>	<p>MATiSSE, eHampshire and Workwise UK are all currently operational. It is largely up to individual employers to encourage home working. This is done by Havant Borough Council and Hampshire County Council which also have a network of sites for working, at the 12 HCC offices. Havant BC work in partnership with HCC implementing smarter working at the newly refurbished Public Service Plaza, utilising a 'hot desking' approach.</p>

Encouraging Walking and Cycling	The Havant Walking & Cycling Strategy was adopted in October 2011. It aims to guide and improve facilities for pedestrians and cyclists in the Borough and under pins the Havant Borough Cycle Network map published 2013. It also provides the context for many of the walking and cycling local access schemes set out in Appendices 3, 4, 5 and 6	Ongoing programme working in partnership with Hampshire County Council. Local access schemes as set out in Appendix 4 will be funded by developer contributions via CIL and S106 agreements.
Improved Travel Information	Google & Bing maps provide journey planners. National Rail provides ticket purchasing facilities. Havant has a dedicated travel planning website (http://havant-travel.info/info.php) developed by LOOKsystems on behalf of Havant Borough Council. In addition to detailed local information, this site also provides access to the national train service database, all National Express coach routes, and over 10,000 national, regional and local bus routes.	This is currently operational and is funded by Havant Borough Council.
Personalised/Residential Travel Planning	The LOOKsystems travel planning website referred to above enables individuals to travel plan	This is currently operational. This is funded by Havant Borough Council.
Workplace/Area/Retrofit Travel Plans	As part of the new Havant Public Service Village (PSV) , the Council has taken an important leadership role in changing attitudes towards workplace travel. Hot desking and the ability for officers to work from home has decreased the number of journeys to work and therefore, car usage. The new Scottish and Southern Electric call centre development at Langstone Technology Park has also implemented a workplace travel plan. The impact of this is being monitored and could provide useful lessons. Strategic employment sites, e.g. Dunsbury Hill Farm, and existing large business parks will be a focus for workplace travel planning.	The Public Service Plaza (formerly PSV) is open. Under Policy DM12 of the Core Strategy, all applications for major development or proposals likely to have significant travel implications will be required to provide a travel plan or assessment.
Encouraging Cycling	The adopted Havant Walking & Cycling Strategy identifies a two-part system formed of CORE and LOCAL routes, and, most importantly, links into and builds upon the development of the National Cycle Network (NCN). The improvement of the borough cycle network has potential to improve health,	Ongoing programme working in partnership with Hampshire highway authority utilising maintenance funds and green transport Section 106 and CIL123.

Hampshire County Council (HCC) and Havant Borough Council (HBC) Schemes

- 6.15 As set out in section 5 and paragraphs 5.12 and 5.13, HCC and HBC are working together to help deliver a large number of strategic and local schemes, which will improve the existing highway network and promote sustainable forms of transport. These are summarised in Appendix 3 and in set out in full in Appendix 4.
- 6.16 The transport infrastructure schedules run alongside the Allocations of Plan. The allocation of sites in the Plan and their delivery is not dependant on all of these schemes being delivered. However, their delivery will help improve the existing highways network and encourage more sustainable modes of transport, and therefore improve the sustainability of sites in the Allocations Plan. Contributions to these schemes may therefore be sought through the development management process, as developments on individual sites come forward.

7. Monitoring of Mitigation and Delivery

Annual Monitoring Report (AMR)

- 7.01 Havant Borough Council is required to produce an AMR by the Planning and Compulsory Purchase Act (2004) and the Town and Country Planning (Local Planning)(England) Regulations 2012. The purpose of this document is to assess and report on the progress of the preparation of local plan documents in relation to the Local Development Scheme, and to assess the extent to which the development plan policies are being implemented through the development management process.
- 7.02 The AMR will monitor the policy success and site implementation progress of the Allocations Plan.
- 7.03 Improvement to two junctions will be required to ensure the delivery of sites. Development Management and, if necessary, the compliance and enforcement process will ensure that S106 schemes are implemented as agreed.
- 7.04 Both HCC and Havant BC have a role in monitoring the delivery of CIL123 schemes and S278 schemes.

8. Conclusion

- 8.01 The Allocations Plan methodology has meant that potential impacts of transport throughout the borough has been taken into account at every stage of the Plan's development. Thus the potential impact of the Allocations Plan on Transport has been minimised.
- 8.02 Any significant negative impact on the transport system will be mitigated as outlined above and when implement in association with schemes outlined in Table 5, and Appendices 4 - 6 will aid modal shift from car to sustainable forms of transport.

Appendices

Appendix 1: Relevant Policy Documents

Havant Borough Council documents are available on the Havant Borough Council website. [Havant Borough Council](#)

National

- National Planning Policy Framework
- 'Creating Growth, Cutting Carbon, Making Sustainable Local Transport Happen', (White paper published Jan 2011)
- National Cycle Network (Sustrans)

County

- Hampshire Local Transport Plan 3 (LTP) 2011-2031 (includes sub-regional guidance)
- Hampshire Countryside Access Plans: Access Plans for the Forest of Bere for the Solent 2008-2013
- Schedule of Transport Improvements
- Hampshire Strategic Infrastructure Statement February 2013
documents.hants.gov.uk/planning-strategic/HampshireStrategicInfrastructureStatementVersion1finalFeb2013.pdf
- Memorandum of Understanding in regard to Infrastructure 2013

Sub-regional

- Reduce and Manage Strategies' 2009 (TfSH)
- Freight Strategy 2009 (TfSH)
- South Hampshire Joint Strategy (SHJS) (chapter 7 of LTP)
- Spatial Strategy for South Hampshire (PUSH)
- Transport Delivery Plan 2012 – 2026: Transport for South Hampshire

Local

- Havant Borough Transport Statement, adopted September 2012
- The Havant Local Plan
- Havant Transport Mitigation Study
- Havant Borough Council's Active Travel Study 2011-2016 (adopted March 2012), incorporates the walking strategy and the cycling strategy for the HBC area.
- Havant Borough Cycle Network Map 2013

Documents referred to in text

Sustainability Appraisal of the Havant Borough Local Plan (Allocations) DPD Scoping Report August 2012, Lepus Consulting

<http://www.havant.gov.uk/sites/default/files/documents/SA%20Scoping%20Report%20Aug%202012.pdf>

Assessing the Impact of the Harbour Authorities LDF Proposals on the Strategic Road Network, Peter Brett Associates, August 2009

<http://www.havant.gov.uk/transport-assessment>

Sustainability Appraisal of the Havant Local Plan (Allocations)
Volumes 1 and 2

www.havant.gov.uk/draft-havant-borough-local-plan-allocations/sustainability-appraisal-and-allocations-plan

Transport for South Hampshire Evidence Base Havant Local Plan Allocations
Nov 2012

http://www.havant.gov.uk/sites/default/files/documents/Havant%20Local%20Plan%20Allocation%20Sites%20SRTM%20Tests_%2020121108_v2ab.pdf

Appendix 2: SRTM Junction Modelling – Recommended Mitigation

<p>Junction 1 - Park Road North/ Elm Lane</p>
<p>Mitigation The local junction modelling identifies that Elm Lane is forecast to operate with a DoS in excess of 90% in both peaks and both with and without the Havant Allocation sites' development traffic. Due to the only small increase in DoS resulting from the development traffic, options have been investigated for improving performance at the junction through signal timing adjustments only as opposed to physical measures. Increasing the cycle time by 1s would bring the junction performance below the 90% DoS threshold.</p>
<p>Costs Junction Controller Timing Adjustments, £5k</p>
<p>Delivery Through developer contributions secured through planning applications and delivered as development comes forward</p>

<p>Junction 2 - Harts Farm Way/ Southmoor Lane/ Brookside Road</p>
<p>Mitigation The local junction modelling identifies that the existing mini-roundabout configuration would be unable to accommodate the forecast 2026 traffic flows both with and without the Allocation Plans Site development traffic. However, the flow on Southmoor Lane may be an overestimate and these results are therefore considered to be a worst case scenario Prior to further more detailed junction design work we recommend further surveys to confirm current Base traffic volumes on Southmoor Lane against which SRTM can be compared and the outputs on the above modelling adjusted as necessary. An alternative conceptual junction arrangement has been developed and modelled that converts the mini-roundabout to traffic signal control. The proposed arrangement can accommodate the forecast traffic flows without any link operating in excess of the 90% DoS threshold.</p>
<p>Costs 1. Traffic Survey, Local Model Calibration and Conceptual Design Review, £5k to £10k 2. Convert Mini Roundabout to Traffic Signal Control Junction (no additional land required), £50k to £100k</p>
<p>Delivery - Contributions to cost and phases Through developer contributions secured through planning applications and delivered as development comes forward</p>

Appendix 3: Havant Transport Infrastructure Delivery Statement

Snapshot summary based on tables in Appendices 4-6. Please note this summary includes more recent information where known. Indicative Cost ** The figures given reflect the range of costs of individual schemes rather than a cumulative total.

Infrastructure Type	Project/Location	Lead Provider(s)	Indicative Cost **	Funding Source(s)	Timing/Progress
Transport	Strategic schemes				
	Cross-Borough Bus Rapid Transit (HBC0001)	HBC, HCC, TfSH	£1,500,000	Developer contributions CIL123	Within 10 years
	Dunsbury Hill Farm - link road and new access junction (HBC0006)	PCC, Developers	£3,000,000	Developer and government funding CIL123 and S278	Within 10 years
	Asda roundabout (also WoW MDA) (HBC00005)	Department for Transport, PCC, Developers	£5,300,000	Pinch Point funding awarded. Dft will contribute £3.7m. HCC and developers will contribute £1.6m. CIL123 and S278	Within 5 years
	West of Waterlooville MDA A3(M) Junc 3 – part signalisation (HBC0003)	HCC, Developers	Developer to construct	CIL123 and S278	Within 5 years
	Purbrook Way Corridor improvements (HBC0002)	HCC, Developers	Developer to construct	CIL123 and S278	Within 5 years
	Hulbert Road/London Road – junction improvements (HBC0004)	HCC, Developers	Developer to construct	CIL123 and S278	Within 5 years

	Purbrook Way/Hulbert Road/Asda roundabout – junction improvements (HBC0005)	HCC, Developers	Developer to construct	CIL123 and S278	Within 5 years
Local Access Schemes (i) Walking and cycling					
	Havant railway station – replacement pedestrian bridge (HBC0020)	HCC	£1,500,000	Developer contributions CIL123	More than 10 years
	Warblington railway station – pedestrian footbridge (HBC0019)	Network Rail, HCC	£1,500,000	S106 (secured)	More than 10 years
	Borough-wide (2 schemes) (HBC0112,0113)	HCC	To be confirmed 0112 £40,000 0113	Developer contributions	
	Havant & Bedhampton (27 schemes) 7 CIL123 (HBC0009, 0012, 0018, 0019,0020, 0023,0024). 20 S106 (HBC0010, 001, 0013 – 0017, 0022, 0025 - 0036)	HCC	Between £1,000 and £1,000,000 see Appendix 2 for detail for each scheme	Developer contributions CIL123 and S106	See Appendices 4-6 for detail
	Leigh Park (9 schemes) 1 CIL123, 8 S106 schemes (HBC0047 – 50, HBC0052 – 0055)	HCC	Between £10,000 and £100,000	Developer contributions CIL123 and S106	See Appendices 4-6 for detail
	Waterlooville (19 schemes) I make 19: 10 CIL123 schemes 9HBC0060, 65 – 730 , 9 S106 9 schemes (HBC 0059,61-63,75, 76, 78 – 80)	HCC	Between £10,000 and £300,000'	Developer contributions CIL123 and S106	See Appendices 4-6 for detail
	Emsworth (6 schemes) (HBC0090 – 95)	HCC	Between £3,000 and £230,000	Developer contributions CIL123	See Appendices 4-6 for detail
	Hayling Island (10 schemes) 1 CIL123 scheme (HBC0099), 9	HCC	Between £15,000 and £200,000	Developer contributions CIL123	See Appendices 4-6 for detail

	S106 9schemes (HBC0098, HBC0100 – HBC0108)			and S106 European Funding for HBC0099	
(ii) Public transport					
	Borough-wide (3 schemes) 1 S106 (HBC0114) , 2 CIL123(HBC0112, 0113)	HCC	Between £40,000 and £400,000	Developer contributions CIL123 and S106	See Appendices 4-6 for detail
	Havant & Bedhampton (9 schemes) (1 CIL123 HBC00037) (7 S106 HBC0038 – HBC0044)	HCC	£950,000 Between £10,000 and £500,000	Developer contributions CIL123 and S106	See Appendices 4-6 for detail
	Leigh Park (2 schemes) (CIL123 HBC0056, S106 HBC0057)	HCC	£20,000 and £90,000	Developer contributions CIL123 and S106	See Appendices 4-6 for detail
	Emsworth (1 schemes) HBC0097	HCC	£50,000	Developer contributions, S106 Southern Rail	
	Waterlooville (5 schemes) (CIL123 4 schemes HBC0081, HBC0084 – 0086, 1 S106 HBC0087)	HCC	Between £90,000 and £400,000	Developer contributions CIL123 and S106	See Appendices 4-6 for detail
	Hayling Island (1 scheme) (HBC0108)	HCC	£20,000	Developer contributions S106	
(iii) Roads and Traffic					
	Havant & Bedhampton (1scheme) (HBC0007)	HCC	£120,000	Developer contributions S106	
	Waterlooville (1scheme)(HBC0058)	HCC	£100,000	Developer contributions S106	
	Emsworth (2 schemes) (HBC0088, HBC0089)	HCC	Between £280,000 and £50,000	Developer contributions CIL123	See Appendices 4-6 for detail

Other schemes					
	Havant Countryside Access Plan	HCC	£150,000	Developer contributions	Up to 2023/24
	Workplace travel planning (Public Service Plaza)	HBC	£9,920 (2010-12) £28,000 (2012-15)	Government grant, HCC, HBC	First (short term) phase by April 2012

Appendix 4: Havant Borough Council CIL123 Schemes

The tables in this appendix are produced by Havant Borough Council officers and are based on tables produced and regularly updated by Hampshire County Council.

Havant Borough Council CIL123 Schemes

Delivery Timescale:

S: Short term: within 5 years

M: Medium term: within 10 years

L: Long term: more than 10 years

Scheme Category	TS Reference	Area	Scheme Proposal	Scheme Type	Delivery Timescale	Funding Source	Estimated Cost £'000	Funding Shortfall
Strategic	HBC0001	district wide	Cross- Borough Bus Rapid Transit and Havant to Portsmouth BRT	Public & Community Transport	M	tbc	£1,500,000	£1,500,000
Strategic	HBC0002	Waterlooville	Purbrook Way Corridor improvements including signalisation of Stakes Rd/Stakes Hill Rd/Crookhorn Lane and signalisation of College Rd and Purbrook Way- West of Waterlooville MDA Development Proposal	Highway Scheme	S	S278	developer to construct	developer to construct
Strategic	HBC0003	Waterlooville	Motorway - A3 (M) Junction 3 - part signalisation	Highway Scheme	S	S278	developer to construct	developer to construct
Strategic	HBC0004	Waterlooville	Hulbert Road/London Road roundabout - junction improvements	Highway Scheme	S	S278	developer to construct	developer to construct

Scheme Category	TS Reference	Area	Scheme Proposal	Scheme Type	Delivery Timescale	Funding Source	Estimated Cost £'000	Funding Shortfall
Strategic	HBC0005	Waterlooville	Purbrook Way/B2150 Hulbert Rd/Asda roundabout -junction improvements	Highway Scheme	S	S278	developer to construct	developer to construct
Strategic	HBC0006	Barncroft	Dunsbury Hill Farm - east/west link road and new access junction for core strategy development site	Highway Scheme	M	S278	developer to construct	developer to construct
Local Access Scheme	HBC0009	Havant	B2150 Purbrook Way Asda roundabout - widen footways, convert to shared use and improve crossing points	Walking & Cycling	S	Waterlooville MDA and Dunsbury Hill Farm developers to provide funding for works. Will form part of wider junction scheme to improve roundabout (see S6)	£70,000	£70,000
Local Access Scheme	HBC0012	Havant	A2030 Rusty Cutter roundabout/A3023 Havant Road - signalisation of northbound on slip for ped/cycle safety crossing slip road	Cycling	L	tbc	£75,000	£75,000

Scheme Category	TS Reference	Area	Scheme Proposal	Scheme Type	Delivery Timescale	Funding Source	Estimated Cost £'000	Funding Shortfall
Local Access Scheme	HBC0018	Havant	Southleigh Road (Rowan Road to Nutwick Road) - Off road cycle route .	Cycling		tbc	130,000	130,000
Local Access Scheme	HBC0019	Havant	New footbridge with cycle gully over railway at Warblington Station on Southleigh Road.	Walking & Cycling	L	tbc	£1,500,000	£1,500,000
Local Access Scheme	HBC0020	Havant	Replace existing footbridge at Havant Railway Station. Improve the Public Realm, widen and allow cycles us and DDA compliant.	Walking & Cycling	L	tbc	£1,500,000	£1,500,000
Local Access Scheme	HBC0023	Havant	A3023 Langstone Road opp Mill Lane. Upgrade crossing to toucan crossing as part of Hayling Billy NCN2	Cycling	M	tbc	£80,000	£80,000
Local Access Scheme	HBC0024	Havant	A3023 Langstone Road cycle route from sailing club to Northney Road over Langstone Bridge.	Cycling	S	£20k funding identified for part of scheme	£60,000	£40,000
Local Access Scheme	HBC0037	Havant	B2150 Asda roundabout. New layout to assist buses	Public & Community Transport	M	funding identified from MDA for feasibility study not scheme	£100,000	£100,000

Scheme Category	TS Reference	Area	Scheme Proposal	Scheme Type	Delivery Timescale	Funding Source	Estimated Cost £'000	Funding Shortfall
Local Access Scheme	HBC0056	Leigh Park	Junction improvements of Purbrook Way/Park House Farm Way.	Public & Community Transport	S	funding identified from MDA for feasibility study not scheme	£20,000	£20,000
		Leigh Park	Shared Pedestrian/ cycleway between Middle Park Way to Park House Farm Way following the Hermitage Stream.			tbc		
Local Access Scheme	HBC0060	Waterlooville	Aintree Drive to Stratford Road - on road cycle route	Cycling	M	tbc	£10,000	£10,000
Local Access Scheme	HBC0065	Waterlooville	On Road Cycle lane Stake Hill Road, Crookhorn Lane	Cycling	M	tbc	£20,000	£20,000
Local Access Scheme	HBC0066	Waterlooville	On/ off road cycle route Ladybridge Road, Stakes Road, Purbrook Way	Cycling	M	tbc	£20,000	£20,000
Local Access Scheme	HBC0067	Waterlooville	Pedestrian crossing point Stakes Road (between St Johns Ave and Crookhorn Lane)	Walking	M	tbc	£90,000	£90,000
Local Access Scheme	HBC0068	Waterlooville	Cycle facility at London Road/Ladybridge Road roundabout as part of A3 corridor.	Cycling	S	Awaiting s106 funding from MDA	£100,000	£100,000
Local Access Scheme	HBC0069	Waterlooville	Pedestrian crossing facility. Ladybridge Road/ London Road (across Ladybridge Road roundabout)	Walking	S	Awaiting s106 funding from MDA	£90,000	£90,000

Scheme Category	TS Reference	Area	Scheme Proposal	Scheme Type	Delivery Timescale	Funding Source	Estimated Cost £'000	Funding Shortfall
Local Access Scheme	HBC0070	Waterlooville	Signalised crossing facility with cycle route. College Road at Southdown college	Walking & Cycling	S	£70k funding. Awaiting extra s106 funding from MDA	£150,000	£80,000
Local Access Scheme	HBC0071	Waterlooville	Scratchface Lane bridleway to A3(M) - resurface for cycle route	Cycling	S	tbc	£100,000	£100,000
Local Access Scheme	HBC0072	Waterlooville	Purbrook Way College Road to Crookhorn Road - Off road shared use cycle path	Cycling	L	tbc	£300,000	£300,000
Local Access Scheme	HBC0073	Waterlooville	Cycle route from Hulbert Rd (Cemetery) to Shaftsbury Avenue via schools	Cycling	M	tbc	£100,000	£100,000
Local Access Scheme	HBC0081	Waterlooville	Signalise London Road/Park Lane junction as part of A3 zip corridor including ped and cycle improvements	Public & Community Transport	L	tbc	£250,000	£250,000
Local Access Scheme	HBC0082	Waterlooville	Signalisation of Lovedean Lane /London Road junction with ped/cycle improvements. Part of A3 Zip corridor	Walking & Cycling	L	tbc	£250,000	£250,000
Local Access Scheme	HBC0084	Waterlooville	Junction improvements Milton Road/ Hart Plaine Avenue Junction. To include bus priority, off road cycleway and improved crossing for pedestrians and cyclists.	Public & Community Transport	L	tbc	£400,000	£400,000

Scheme Category	TS Reference	Area	Scheme Proposal	Scheme Type	Delivery Timescale	Funding Source	Estimated Cost £'000	Funding Shortfall
Local Access Scheme	HBC0085	Waterlooville	Crookhorn Lane/College Road. Junction improvements to provide bus priority	Public & Community Transport	M	Awaiting s106 funding from MDA	£50,000	£50,000
Local Access Scheme	HBC0086	Waterlooville	College Road/Purbrook Way. Junction signalisation to also provide bus priority	Public & Community Transport	M	Awaiting s106 funding from MDA	£50,000	£50,000
Local Access Scheme	HBC0088	Emsworth	Junction New Brighton Road with Horndean Road - Traffic signal junction including pedestrian and cycle phase and cycle links	Highway Scheme	S	£200k HCC s106 funding	£280,000	£80,000
Local Access Scheme	HBC0089	Emsworth	20mph zone for Emsworth town centre	Road Safety			£50,000	£50,000
Local Access Scheme	HBC0090	Emsworth	A259 Havant Road, Emsworth various pedestrian refuges	Walking	M	tbc	£30,000	£30,000
Local Access Scheme	HBC0091	Emsworth	Upgrade zebra to pelican crossing on North street, Emsworth	Walking	M	tbc	£70,000	£70,000
Local Access Scheme	HBC0092	Emsworth	Various footway works identified in the Emsworth Community Street Audit (ECSA)R-10G,H and R11-J, R13-A, R17A,B and R02-A,B,C,D,E and R24-A,B and R31-A and R99-A,B Various locations	Walking	S	tbc	£230,000	£230,000
Local Access Scheme	HBC0093	Emsworth	Victoria Road to A259 Havant Road - on road cycle signing	Cycling	S	tbc	£3,000	£3,000

Scheme Category	TS Reference	Area	Scheme Proposal	Scheme Type	Delivery Timescale	Funding Source	Estimated Cost £'000	Funding Shortfall
Local Access Scheme	HBC0094	Emsworth	Link to NCN2. Off road Havant Road from Selangor Ave on existing northern footway to A27 subway.	Cycling	S	tbc	£3,000	£3,000
Local Access Scheme	HBC0095	Emsworth	A259 Havant Road, Emsworth on-road cycle lanes safety scheme	Cycling	H	tbc	£80,000	£80,000
Countryside Access Improvements	HBC0099	Hayling Island	Circular Island Route - cycle route including upgrading footway to cycleway and definitive footpaths to shared use.	Cycling	S	£12,000 EF available	£200,000	£188,000
Local Access Scheme (district wide)	HBC0112	district wide	Various schemes identified by the Bus Punctuality Improvement Partnership working group.	Public & Community Transport		tbc	schemes listed within specific area	
Local Access Scheme (district wide)	HBC0113	district wide	Provision of real time information screens, journey planning kiosks and bus departure information systems at public locations including Havant town centre, Havant bus station and Havant railway station	Public & Community Transport		tbc	£40,000	£40,000
		district wide	Havant Borough Cycle network including Shipwrights Way and Hayling Billy which are not identified on s106 List	Cycling		tbc		

Scheme Category	TS Reference	Area	Scheme Proposal	Scheme Type	Delivery Timescale	Funding Source	Estimated Cost £'000	Funding Shortfall
Local Access Scheme (district wide)		district wide	Contributions will be required to facilitate highways improvements and environmental enhancements to all Town, District and Local Centres and for all areas of highway and public realm adjacent to any retail units in the borough.	Public Realm	M	tbc	Small schemes but when totalled together £500,000	

Appendix 5: Havant Borough Council S106 Schemes

Delivery Timescale:

S: Short term: within 5 years

M: Medium term: within 10 years

L: Long term: more than 10 years

Scheme Category	TS Reference	Area	Scheme Proposal	Scheme Type	Estimated Cost £'000	Identified Funding	Funding Shortfall
Local Access Scheme	HBC0007	Havant	Harts Farm Way/Southmoor Lane roundabout change to traffic light junction with pedestrian and cycle improvements	Highway Scheme	£120,000	Not known (n/k)	£120,000
Local Access Scheme	HBC0010	Havant	Hulbert Road from Asda roundabout to jt New Barn Road - convert footpath to shared use	Cycling	£10,000	(n/k)	£10,000
Local Access Scheme	HBC0011	Havant	New Barn Road to Scratchface Lane - on road cycle symbol	Cycling	£1,000	(n/k)	£1,000
Local Access Scheme	HBC0013	Havant	Barncroft Way to New Road(Havant College) - on road cycle signing and off road route along Hermitage stream	Cycling	£1,000	(n/k)	£1,000
Local Access Scheme	HBC0014	Havant	A2030 Havant Road, Lower Road, Bidbury Lane via Rusty cutter roundabout - Shared off road ped/cycle path including on road advisory cycleway	Cycling	£50,000	(n/k)	£50,000
Local Access Scheme	HBC0015	Havant	Bedhampton railway footbridge - add cycle wheel gully	Cycling	£70,000	(n/k)	£70,000
Local Access Scheme	HBC0016	Havant	Provide cycle wheel gully to Staunton Road footbridge	Cycling	£5,000	(n/k)	£5,000

Scheme Category	TS Reference	Area	Scheme Proposal	Scheme Type	Estimated Cost £'000	Identified Funding	Funding Shortfall
Local Access Scheme	HBC0017	Havant	Bedhampton to Harts Farm Way via Bidbury Mead. Cycle route to be based on the upgrading of definitive footpath 30.	Cycling	£90,000	(n/k)	£90,000
Local Access Scheme	HBC0022	Havant	New shared use path along bottom of A27 Embankment Bosmere School to Hayling Billy Trail	Walking & Cycling	£200,000	(n/k)	£200,000
Local Access Scheme	HBC0025	Havant	Pedestrian and cycle crossing with refuge A3023 Langstone Road at entrance to Langstone Technology Park, including cycle link to Tesco's and Billy Trail along the A3023	Walking & Cycling	£20,000	(n/k)	£20,000
Local Access Scheme	HBC0026	Havant	Cycle route from Park Road North via Park Way, through Central Retail Park to Havant Park providing access to Havant Railway Station. Route to include missing link in Park Road North	Cycling	£20,000	(n/k)	£20,000
Local Access Scheme	HBC0027	Havant	Warblington School path - Southleigh Road to Hayling Billy Trail along railway - Cycle path 3m wide, with lighting and fencing	Cycling	£200,000	(n/k)	£200,000
Local Access Scheme	HBC0028	Havant	Upgrade footpath - Buds Farm to Harts Farm Way	Walking	£15,000	(n/k)	£15,000
Local Access Scheme	HBC0029	Havant	Penner Road to Tesco (A27 Subway) sign cycle route	Walking & Cycling	£25,000	(n/k)	£25,000
Local Access Scheme	HBC0030	Havant	Improved lighting at A27 subway near Tesco on Solent Road	Walking	£5,000	(n/k)	£5,000
Local Access Scheme	HBC0031	Havant	Broadmarsh area - Brockhampton Road cycle route, Southmoor Lane on road cycle lane, improve refuge islands at Brookside Road/Southmore Lane/ Brockhampton Road/ Harts Farm Way cross roads junction for pedestrians and cyclists.	Walking & Cycling	£25,000	(n/k)	£25,000

Scheme Category	TS Reference	Area	Scheme Proposal	Scheme Type	Estimated Cost £'000	Identified Funding	Funding Shortfall
Local Access Scheme	HBC0032	Havant	Park Road, Barncroft Way to Hermitage Stream off road cycleway. Includes upgrade of New Road pelican to toucan crossing.	Cycling	£30,000	(n/k)	£30,000
Local Access Scheme	HBC0033	Havant	Park Road South, south of Solent Road public realm, traffic management, cycle and pedestrian crossing improvements.	Walking & Cycling	£500,000	(n/k)	£0
Local Access Scheme	HBC0034	Havant	Off road cycleway from Havant College to Havant Railway Station including upgrade of pelican to Toucan Crossing.	Walking & Cycling	£90,000	(n/k)	£90,000
Local Access Scheme	HBC0035	Havant	Implementation of public realm/walking/cycling town centre improvements identified in the Havant Town Centre SPD	Walking & Cycling	£1,000,000	500000	£500,000
Local Access Scheme	HBC0036	Havant	B2149 Petersfield Road from New lane to Elmleigh Road - cycle route	Cycling	£80,000	(n/k)	£80,000
Local Access Scheme	HBC0038	Havant	Leigh Road/ Eastern Road south to station. Turning circle to allow bus access, pedestrian improvements and cycle parking.	Public & Community Transport	£100,000	(n/k)	£100,000
Local Access Scheme	HBC0039	Havant	Park Rd South/ Park Rd North corridor including Langstone roundabout and Petersfield Road roundabout - update signals to provide bus priority measures	Public & Community Transport	£500,000	(n/k)	£500,000
Local Access Scheme	HBC0040	Havant	Real time /timetable information screens Civic Campus	Public & Community Transport	£10,000	(n/k)	£10,000
Local Access Scheme	HBC0041	Havant	Provision of real-time information at Havant Bus Station. Havant Bus Station	Public & Community Transport	£150,000	(n/k)	£150,000
Local Access Scheme	HBC0042	Havant	Realtime train and bus screens Meridian Centre	Public & Community Transport	£20,000	(n/k)	£20,000

Scheme Category	TS Reference	Area	Scheme Proposal	Scheme Type	Estimated Cost £'000	Identified Funding	Funding Shortfall
Local Access Scheme	HBC0043	Havant	Bus Gate on Penner Road and additional bus shelter	Public & Community Transport	£30,000	(n/k)	£30,000
Local Access Scheme	HBC0044	Havant	Improve Junction of Elm Lane/Park Road North and Havant bus station.	Public & Community Transport	£30,000	(n/k)	£30,000
Local Access Scheme	HBC0047	Leigh Park	On Road advisory/ off road cycleway Purbook Way, Stockheath Road	Cycling	£10,000	(n/k)	£10,000
Local Access Scheme	HBC0048	Leigh Park	Purbrook Way at Hermitage Stream crossing - Upgrade Zebra Crossing to a Toucan Crossing	Cycling	£80,000	(n/k)	£0
Local Access Scheme	HBC0049	Leigh Park	Shared off road ped /cycle path including on road advisory cycleway Park Lane, Hulbert Road, Bedhampton Road, Hooks Recreation Ground, Hooks Lane, Hooks Farm Way, Lalbert Road, Beaufort Road	Cycling	£40,000	(n/k)	£40,000
Local Access Scheme	HBC0050	Leigh Park	General improvements to footways Stockheath Road, Tidworth Road and Park Parade	Walking	£90,000	(n/k)	£90,000
Local Access Scheme	HBC0052	Leigh Park	On Road advisory Cycleway Broadmere Avenue, Sherfield Ave, Exbury Road, Petersfield Road	Cycling	£15,000	(n/k)	£15,000
Local Access Scheme	HBC0053	Leigh Park	B2149 Petersfield Road to Holybourne Road. Upgrade footpath to shared use.	Cycling	£30,000	(n/k)	£30,000
Local Access Scheme	HBC0054	Leigh Park	Pedestrian Crossing facility (Island) Bartons Road near Wakefords Way	Walking	£15,000	(n/k)	£15,000
Local Access Scheme	HBC0055	Leigh Park	Prospect Lane to New Lane cycle route as part of NCN 22. Upgrade pelican to toucan.	Cycling	£100,000	(n/k)	£100,000
Local Access Scheme	HBC0057	Leigh Park	Road widening to facilitate buses Crawley Avenue Junction with Oakshot Drive	Public & Community Transport	£90,000	(n/k)	£90,000

Scheme Category	TS Reference	Area	Scheme Proposal	Scheme Type	Estimated Cost £'000	Identified Funding	Funding Shortfall
Local Access Scheme	HBC0058	Waterlooville	Pinch Points Cherry Tree Avenue	Highway Scheme	£100,000	(n/k)	£100,000
Local Access Scheme	HBC0059	Waterlooville	on/ off road cycle route via Cathrington Road to Horndean College	Cycling	£80,000	(n/k)	£80,000
Countryside Access Improvements	HBC0061	Waterlooville	Upgrade Bridleway for cyclists Woodcroft Farm to Denmead	Environment/ Public Realm	£300,000	(n/k)	£300,000
Local Access Scheme	HBC0062	Waterlooville	Cycle route from Woodcroft Farm/ Wecock to Horndean College	Cycling	£25,000	(n/k)	£25,000
Local Access Scheme	HBC0063	Waterlooville	Shared off road cycle route, Milton to Rachel Maddocks School.	Walking & Cycling	£290,000	(n/k)	£290,000
Local Access Scheme	HBC0075	Waterlooville	On/ off road cycleway Hambledon Road from Borough Boundary to Milton Road RAB	Cycling	£80,000	(n/k)	£80,000
Local Access Scheme	HBC0076	Waterlooville	Footway upgrading (surfacing, tactile paving, dropped kerbs) Hulbert Road (Ferndale to Town Centre)	Walking	£15,000	(n/k)	£15,000
Local Access Scheme	HBC0078	Waterlooville	Accessibility improvements to footways Milton Road/Eagle Ave	Walking	£20,000	(n/k)	£20,000
Local Access Scheme	HBC0079	Waterlooville	Extend Milton Road cycle route (north)	Cycling	£225,000	(n/k)	£225,000
Local Access Scheme	HBC0080	Waterlooville	Cycle route through Waterlooville town centre	Cycling	£200,000	(n/k)	£200,000
Local Access Scheme	HBC0087	Waterlooville	Bus Priority at Milton Road/ Hambledon Road roundabout	Public & Community Transport	£300,000	(n/k)	£300,000
Local Access Scheme	HBC0097	Emsworth	bus infrastructure for bus routes 11,36 and 300	Public & Community Transport	£50,000	(n/k)	£50,000

Scheme Category	TS Reference	Area	Scheme Proposal	Scheme Type	Estimated Cost £'000	Identified Funding	Funding Shortfall
Countryside Access Improvements	HBC0098	Hayling Island	Footpath 89/102 upgrade to allow cycle use	Cycling	£50,000	(n/k)	£50,000
Local Access Scheme	HBC0097	Emsworth	Bus infrastructure for bus routes 11,36 and 300	Public & Community Transport	£50,000	(n/k)	£50,000
Local Access Scheme	HBC0100	Hayling Island	Links to Hayling Billy Route - sign and upgrade various roads and footways which links to Hayling Billy route incl.Brights Lane to Hayling Billy	Cycling	£30,000	(n/k)	£30,000
Local Access Scheme	HBC0101	Hayling Island	Elm Grove (Hayling Billy PH) - Upgrade zebra to a pelican crossing	Walking	£70,000	(n/k)	£70,000
Local Access Scheme	HBC0102	Hayling Island	Elm Grove (Health Centre/shops)- new toucan/pelican crossing	Walking & Cycling	£70,000	(n/k)	£70,000
Local Access Scheme	HBC0103	Hayling Island	Provision of footway/cycleway, Hayling Billy to ferry and cycleway to Beachlands and Eaststoke to Inn on the Beach West	Walking & Cycling	£260,000	(n/k)	£260,000
Local Access Scheme	HBC0104	Hayling Island	Off Road Cycle route along seafront - Staunton Ave to Inn on the Beach and Eaststoke to Creek Road	Cycling	£100,000	(n/k)	£100,000
Local Access Scheme	HBC0105	Hayling Island	Safer routes to school links to be identified East/West link	Cycling	£150,000	(n/k)	£150,000
Local Access Scheme	HBC0106	Hayling Island	Toucan/Pelican crossing Beach Road	Walking & Cycling	£70,000	(n/k)	£70,000
Local Access Scheme	HBC0107	Hayling Island	Pedestrian refuge to assist in crossing for school children and access to the park Beach Road	Walking	£15,000	(n/k)	£15,000
Local Access Scheme	HBC0108	Hayling Island	Easy access kerbs Bus Route 30/31	Public & Community Transport	£20,000	(n/k)	£20,000

Scheme Category	TS Reference	Area	Scheme Proposal	Scheme Type	Estimated Cost £'000	Identified Funding	Funding Shortfall
Local Access Scheme (district wide)	HBC0109	district wide	Publication of cycle, bus and footpath maps for local routes around and throughout the Borough	Cycling	£20,000	0	£20,000
Local Access Scheme		district wide	Pram crossings within 400m of site boundary	Walking	£1,000 per pair	(n/k)	
Local Access Scheme		Emsworth	Complete shared use path through Emsworth Recreation Ground, including upgraded lighting	Walking & Cycling	£50,000	(n/k)	£50,000
Local Access Scheme		Emsworth	Emsworth Railway Station improved cycle parking	Cycling	£7,000	(n/k)	£7,000
Local Access Scheme		Havant	Signed route from Park Road South to New Road via Staunton Bridge	Cycling	£5,000	(n/k)	£5,000
Local Access Scheme		Havant	Signed route Grove Road to Bosmere School	Cycling	£5,000	(n/k)	£5,000
Local Access Scheme		Havant	Barncroft Way to Middle Park Way along Purbrook Way	Cycling	(n/k)	(n/k)	(n/k)
Local Access Scheme		Havant	Link site to cycle network	Cycling	(n/k)	(n/k)	(n/k)
Local Access Scheme		Havant	Eastern Road (Bridge) to Southleigh Road	Cycling	(n/k)	(n/k)	(n/k)
Local Access Scheme		Havant	Petersfield Road to Havant Health Centre	Cycling	£3,000	(n/k)	£3,000
Local Access Scheme		Leigh Park	Crosslands Drive to St Albans Primary School off road cycleway	Cycling	£20,000	(n/k)	£20,000
Local Access Scheme		Leigh Park	Dunsbury Way to Front Lawn School, via High Lawn Way	Cycling	£20,000	(n/k)	£20,000
Local Access Scheme		Leigh Park	Petersfield Road to Dunsbury Way via Bedhampton Way	Cycling	£30,000	(n/k)	£30,000
Local Access Scheme		Leigh Park	Bartons Road to Petersfield Road via Martins Road	Cycling	(n/k)	(n/k)	(n/k)

Scheme Category	TS Reference	Area	Scheme Proposal	Scheme Type	Estimated Cost £'000	Identified Funding	Funding Shortfall
Local Access Scheme		Leigh Park	BW ? (Park Lane) to Rowlands Castle	Cycling	£20,000	(n/k)	£20,000
Local Access Scheme		Leigh Park	BW ? (Park Lane to Rowlands Castle) TO Swanmore Road	Cycling	£10,000	(n/k)	£10,000
Local Access Scheme		Leigh Park	Havant Academy to Prospect Lane (off Road)	Cycling	£50,000	(n/k)	£50,000
Local Access Scheme		Leigh Park	Somborne Drive to Petersfield Road via Stockheath Road	Cycling	(n/k)	(n/k)	(n/k)
Local Access Scheme		Waterlooville	Elizabeth Road to London Road via Mill Road	Cycling	(n/k)	(n/k)	(n/k)
Local Access Scheme		Waterlooville	Padnell Road to A3M (and beyond where required) upgrade to shared use	Cycling	£30,000	(n/k)	£30,000
Local Access Scheme		Waterlooville	Cycle link to Stakes Hill Road	Cycling	(n/k)	(n/k)	(n/k)
Local Access Scheme		Havant	Crosslands Drive - Upgrade Pelican to Toucan Crossing	Cycling	£50,000	(n/k)	£50,000
Local Access Scheme		Havant	Enhancements to Greywell	walking	£50,000	(n/k)	£50,000
Local Access Scheme (district wide)	HBC0114	district wide	General bus facilities, including shelters, seats, information, and where appropriate improved highway layouts and easy access kerbs	Public & Community Transport	(n/k)	1,2,3,4	(n/k)

Appendix 6: Havant Borough Council S278 Schemes

Delivery Timescale:

S: Short term: within 5 years

M: Medium term: within 10 years

L: Long term: more than 10 years

Scheme Category	TS Reference	Area	Scheme Proposal	Scheme Type	Delivery Timescale	Funding Source	Estimated Cost £'000	Funding Shortfall
Strategic	HBC0002	Waterlooville	Purbrook Way Corridor improvements including signalisation of Stakes Rd/Stakes Hill Rd/Crookham Lane and signalisation of College Rd and Purbrook Way- West of Waterlooville MDA Development Proposal	Highway Scheme	S	S278	developer to construct	developer to construct
Strategic	HBC0003	Waterlooville	Motorway - A3 (M) Junction 3 - part signalisation	Highway Scheme	S	S278	developer to construct	developer to construct
Strategic	HBC0004	Waterlooville	Hulbert Road/London Road roundabout - junction improvements	Highway Scheme	S	S278	developer to construct	developer to construct
Strategic	HBC0005	Waterlooville	Purbrook Way/B2150 Hulbert Rd/Asda roundabout -junction improvements	Highway Scheme	S	S278	developer to construct	developer to construct
Strategic	HBC0006	Barncroft	Dunsbury Hill Farm - east/west link road and new access junction for core strategy development site	Highway Scheme	M	S278	developer to construct	developer to construct