

# **HAVANT BOROUGH TRANSPORT STATEMENT**

**Adopted September 2012**

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# HAVANT BOROUGH TRANSPORT STATEMENT

## 1. INTRODUCTION

- 1.1 This report sets out the transport objectives and delivery priorities for the Havant Borough Council (HBC) area. The Transport Statement provides:
- A local transport policy framework for the Borough;
  - A framework to assist with the prioritisation of transport investment;
  - To assist in transport and land use planning decisions associated with new development proposals;
  - Infrastructure planning in support of HBC's Community Infrastructure Levy (CIL) Draft Charging Schedule as well as any future infrastructure delivery planning work in the Borough. The Charging Schedule is programmed to be adopted by February 2013;
  - Guidance on the application of the Transport Contributions Policy (TCP) in the interim period until the CIL Charging Schedule is adopted.
- 1.2 The Statement is a Hampshire County Council document and has been developed in consultation with Havant Borough Council. The Statement covers the period up to 2026, which conforms with the timeframes of planned development, as outlined in the Havant LDF Core Strategy (adopted March 2011). The Statement will be reviewed and updated on a regular basis, particularly as updated policies and strategies emerge or schemes are completed or modified.
- 1.3 The Transport Statement links to current economic priorities, including those being developed by the Solent Local Enterprise Partnership (LEP). It also builds on existing transport related documents covering the Borough, notably the Hampshire Local Transport Plan 3 and the Local Development Framework (LDF) Documents. The area is subject to significant planned growth, including West of Waterlooville MDA and the proposed Strategic development site at Dunsbury Hill Farm, both of which will lead to additional travel demands that will need to be managed in a sustainable manner.
- 1.4 The Transport Statement has been prepared primarily against the policy framework as identified in the Local Transport Plan (LTP) but also takes account of national transport policy, other county and borough transport policies and relevant strategies and plans. The Transport Statement should be read in conjunction with these documents.

1.5 Within this context, the transport vision for the Borough Transport Statement is to help deliver 'safe, efficient and reliable ways to get around, helping to promote a prospering and sustainable area', In particular, the priorities and proposals outlined in this Transport Statement look to:

- 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.

1.6 Fourteen policies will be applied to meet these objectives as demonstrated in the Figure 1 in Section 4. The actual schemes themselves are listed in Table 1.

## **2. POLICY CONTEXT**

### **The National Context**

2.1 Nationally, the White Paper published in January 2011 named 'Creating Growth, Cutting Carbon, Making Sustainable Local Transport Happen', sets out the Government's policy towards transport and its links to economic prosperity, climate change and local transport. This Statement aims to reflect and address these national priorities at the local level. The proposals contribute to creating growth through reducing congestion, providing greater accessibility for all and regenerating the area. Carbon emissions will be reduced by encouraging greater use of walking, cycling and public transport.

2.2 Central government has recently published the National Planning Policy Framework, which provides national strategy and guidance for land-use planning policy and practice. It identifies how planning can achieve sustainable development and includes a section on promoting sustainable transport. This supersedes the earlier guidance and statements used in developing planning policy, and assessing the impact of developments. Manual for Streets 1 and 2 places an emphasis on better design in public spaces, and provides best practice in design of the urban environment.

### **The Solent Local Enterprise Partnership**

- 2.3 At a sub-regional level, the Solent Local Enterprise Partnership (LEP) will help drive forward economic growth within South Hampshire. Encompassing a population of over 1.3 million, an above average skilled workforce, and the home for a number of international businesses, the Solent LEP is an important economic area for the UK economy. Under its main business led board, the LEP brings together private, public sectors and community/voluntary sectors to drive forward economic growth. As part of this, they will prioritise key strategic infrastructure investment priorities, including for transport, over the next few years.
- 2.4 The whole of the Borough of Havant comes within the remit the Solent LEP. The geographical coverage of this LEP includes the cities of Southampton and Portsmouth, and their main catchment areas in Hampshire as well as the Isle of Wight. This Transport Statement has been designed to link into the current economic priorities being developed by the Solent LEP, so as to ensure that Havant can benefit from any strategic transport improvements planned and delivered by the Partnership.

### **Transport for South Hampshire**

- 2.5 The key transport policy document produced by Hampshire County Council is the Hampshire Local Transport Plan 3 2011-2031 (LTP3), [www3.hants.gov.uk/transport/local-transport-plan.htm](http://www3.hants.gov.uk/transport/local-transport-plan.htm). It is in two parts with Part A containing the Long Term Strategy and vision for how the transport network of Hampshire will be developed over the period 2011 and 2031 and Part B the Implementation Plan for the next three years of April 2011 to March 2014.
- 2.6 The whole of Havant borough lies within the South Hampshire sub-region. The transport strategy for South Hampshire is set out in Chapter 7 of the LTP and is called the South Hampshire Joint Strategy (SHJS). The SHJS has been developed by the three Local Transport Authorities of Hampshire County Council, Portsmouth City Council and Southampton City Council working together as Transport for South Hampshire (TfSH).
- 2.7 The SHJS will guide the development of transport networks in the sub-region until 2031 and contains the transport Vision for South Hampshire which is to create “*A resilient, cost effective, fully integrated sub regional transport network, enabling economic growth whilst protecting and enhancing health, quality of life and environment*”. It contains fourteen theme-based policies (listed in the Table 1 in Section 4) which will be used as a basis for the core policy objectives for each of the Borough Transport Statements that are located within in the South Hampshire sub-region and are part of the HCC administrative area.

2.8 TfSH leads on addressing existing and future transport requirements in the sub-region, and has produced a number of strategies relevant to the management of transport in Havant including a 'Reduce' Strategy (2009) and a Freight Strategy (2009). The TfSH principle of 'Reduce, Manage, and Invest' is clarified in the SHJS.

2.9 The challenges set out in the LTP SHJS for the Highway Authorities, HBC and our partners in delivering this transport vision for Havant are:

- Securing funding to deliver the identified transport improvements;
- Ensuring the timely delivery of the transport infrastructure to support housing and employment growth and regeneration opportunities;
- Maintaining the existing transport network and its resilience to the effects of extreme weather events;
- Widening travel choice to offer people reasonable alternatives to the private car for everyday journeys, and reducing the need to travel, moving towards a low carbon economy;
- Managing the existing highway network to ensure that journey time reliability is maintained and improved to help support economic competitiveness, regeneration and growth;
- Mitigating the adverse impacts of transport activity on people and habitats.

### **Development in South Hampshire**

2.10 A significant amount of development is proposed in the South Hampshire sub-region with mechanisms in place to ensure such development is properly planned (insert map of PUSH and TfSH areas):

- The Partnership for Urban South Hampshire (PUSH) is a public-private partnership committed to long term, managed and conditional economic growth and regeneration, and to the delivery of the housing, infrastructure, facilities and services necessary to achieve it. PUSH is currently updating the Spatial Strategy for South Hampshire, which will be available in the summer 2012. The content of the strategy is likely to influence the location, scale and timing of new development and infrastructure in the sub-region.
- TfSH has developed a government approved Sub-Regional Transport Model (SRTM) and any significant new transport proposals in South Hampshire will expect to be to be assessed in accordance with the SRTM. The development of the SRTM has been

guided by a Steering Group including the Department for Transport, Highways Agency and Network Rail.

- The STRM has also being used to develop a 15-year Long Term Strategic Implementation Programme (LTSIP) which will outline the transport measures required to enable the planned growth. Significant new developments will also need to accord with the LTSIP. The SRTM also includes a Local Economic Impact Model.

### **The Havant Local Development Framework (LDF)**

2.11 There are a number of local policies and strategies developed or being developed by HBC which have, or will have, a significant input to this Transport Statement. The most appropriate local transport policies are those in the adopted Core Strategy. The most relevant policies for transport are:

- DM12 (Mitigating the impacts of travel);
- DM13 (Car and cycle parking on residential development);
- DM14 (Car and cycle parking on development (excluding residential));
- DM15 (Safeguarding transport infrastructure);
- DM16 (Freight transport);
- CS20 (Transport and Access Strategy), and
- CS21 (Developer Requirements)

2.12 More generally, the LDF sets out the overall planning framework for the Borough including the amount and location of new development. It also identifies a number of strategic development sites. A draft Development Delivery (Allocations Plan) DPD will be consulted upon late in 2012 and will provide further detail on development sites, particularly for housing, employment and policy guidance for the Borough's Town, District and Local Centres.

2.13 Other documents that will give further information on anticipated new development in the Borough include:

- The Annual Monitoring Report (AMR) and housing trajectory provides information on past completions and the expected phasing and location of future housing development. The latest AMR (December 2011) is available on the Borough Council website at <http://www.havant.gov.uk/havant-6580> .
- Hampshire County Council's land supply surveys provide an annual stock-take of land with development potential in each Borough. Information is set out on forthcoming

housing, industrial land and office floor space, retail and leisure uses. The 2011 surveys are available at <http://www3.hants.gov.uk/factsandfigures/land-supply.htm>

- Havant Borough Council's Active Travel Study 2011-2016 (adopted March 2012), incorporating the walking strategy and the cycling strategy for the HBC area.

2.14.1 The HBC website contains a wide range of supporting documentation. This includes studies supporting the LDF 'evidence base and Supplementary Planning Documents (SPDs) such as the Residential Parking and Cycle Provision SPD and the Havant Public Service Village SPD and the Borough Design Guide SPD.

2.15 It is acknowledged that both the Schedule of Transport Improvements in Table 1 and the Havant LDF Strategic Infrastructure Implementation Plan (Table 9.2 in the Core Strategy) will require revision and update to reflect the outcomes of work being undertaken on the Core Strategy. This Statement will also need to reflect the findings in the Core Strategies for neighbouring councils and local authorities.

### **3 TRANSPORT CONTEXT AND ISSUES IN HAVANT**

#### **Walking and Cycling**

3.1 There is great potential for walking and cycling in the Borough with some wards experiencing lower car ownership, less disposable income and shorter travel journeys compared to the Hampshire averages. Significant progress has already occurred in developing local 'active travel' networks, such as the funding by Sustrans on cycle routes in the Borough as part of the 'Links to Schools' initiative. Further investment will help fill some of the other missing links in the walking and cycling networks. HBC's Active Travel Study includes a map of the existing and proposed cycle network for the borough.

The County Council will work in partnership with HBC, Sustrans and other delivery partners to:

- Develop and implement a walking and cycling network
- Provide links to public transport hubs
- Provide cycle access to Havant and Waterlooville town centres.

### **Passenger Transport**

- 3.2 Passenger transport has a key role to play in supporting economic growth, maximising social inclusion, and ensuring accessibility for local communities to essential food shopping and local health services, and to employment and education opportunities where possible.

### **Bus Services in Havant**

- 3.3 Bus services play a key role in catering for local journeys in the area, providing links between town centres and their surrounding areas. A number of well-established Quality Bus Partnerships exist in Havant, and through these both the County Council and HBC will work with the bus companies to identify opportunities to improve passenger facilities and the quality, reliability and punctuality of local services. The main bus interchange in Havant town centre is at the Bus Station (adjacent to the Meridian shopping centre and a few minutes' walk from Havant railway Station). Waterlooville town centre also has a bus interchange.
- 3.4 The principal bus services in Havant are operated on a commercial basis and are provided by bus operators Stagecoach, First and Emsworth & District.
- 3.5 In areas where passenger numbers are often too small for regular scheduled bus services to be viable, some are now provided in the form of Carshare links and must be pre-booked. The County Council has also established a demand-responsive service under 'Call and Go' brand. Other community transport schemes, run by local voluntary community groups, provide access to essential services for those without easy access to conventional bus services.
- 3.6 The A3 ZiP bus priority scheme corridor scheme was completed in 2008 and provides a priority route for First Bus service 41 between Clanfield and Gunwharf Quays in Portsmouth. The scheme ensures that buses are given priority over other traffic at busy junctions and through the centre of Waterlooville. The ZiP route also provides cycle facilities in the form of shared bus lanes, on-road cycle lanes and off- road shared routes although there remains a missing section of cycle route through Waterlooville town centre.
- 3.7 In the future, the aim is for the A3 Zip to become part of the wider South East Hampshire Bus Rapid Transit (BRT) network . The aim is for BRT to connect the main towns and proposed strategic development sites and could facilitate east-west travel across the Borough from Waterlooville to Havant.

- 3.8 Overall, the County Council will work in partnership with public transport industry partners to:
- Improve local and inter-urban bus services in Havant
  - Relieve local congestion hot spots on bus routes
  - Investigate the potential to develop core bus priority routes such as Bus Rapid Transit, especially between main areas of housing growth and shopping or employment centres, and thereby improve service quality, reliability and punctuality
  - Improve access to public transport through better infrastructure and information, (including real-time information), and other passenger facilities
  - Identify and encourage Community Transport and taxishare services where appropriate
  - Improve better connectivity between sustainable transport modes (walking and cycling) and transport hubs.

### **Rail Issues in Havant**

3.9 Rail plays a vital role in providing for both longer-distance commuting and local journeys. The borough is well served by regular train services to London Waterloo, Portsmouth, Southampton, Brighton and Gatwick airport. Havant is the main station with three smaller railway stations at Warblington, Bedhampton and Emsworth.

3.10 The County Council will look to work in partnership with Network Rail, South West Trains, Southern Railway and local bus companies to improve the rail network and achieve:

- Improved station facilities and ticketing within the district;
- Improved access to railway stations;
- Increased capacity on the London-Portsmouth rail corridor;
- Better interchange facilities between rail and other modes of transport, particularly bus services, cycling and walking.

### **Countryside Action Plans (CAPs)**

3.11 The northern part of Havant lies within the Forest of Bere CAP <http://www.hants.gov.uk/rh/countryside/access/forestofbere.pdf> whilst the southern part, including all of Hayling Island, comes within the Solent CAP <http://www.hants.gov.uk/rh/countryside/access/solent.pdf>. These form two of seven area plans which, together with an eighth 'County Overview' CAP, form the Rights of Way Improvement Plan (ROWIP) for the county of Hampshire. A ROWIP is intended to provide the means by which HCC will manage and improve its rights of way network to meet the Government's aim of better provision for walkers, cyclists, equestrians and people with mobility problems. ROWIPs are closely linked with the Local Transport Plan, with the aim of

delivering a more integrated approach to sustainable transport in rural and urban areas. The CAP identifies the main issues and suggests what should be done to improve access to the countryside. The CAP identifies the main issues and suggests what should be done to improve access to the countryside and support better access to services and amenities.

### **Key Transport Challenges**

- 3.12 The transport issues within the borough can be broken down into key multi-modal transport corridors. These transport corridors and improvements to them are vital to the delivery of the local transport policy objectives as set out in section 4 of this Transport Statement. The transport corridors will make it easier to evaluate the effect of any proposed development on the corridor and will assist in apportioning the financial contributions collected from the developer or from other sources (see section 5 for funding sources). The funds collected for schemes in the Schedule of Transport Improvements will contribute to the mitigation measures required as a result of the cumulative effect of development along each corridor.

The key multi-modal transport corridors are listed below.

#### **North-South corridors**

- A3 London Road/ZiP corridor – from causeway junction southwards to Portsdown Hill Road in Cosham
- B2149 Petersfield Road from The Havant Academy school at Wakefords Way southwards to the junction with A27 in Havant town centre
- A3023 Langstone Road from the Havant town centre A27 junction southwards to Elm Grove in south Hayling
- B2148 from the junction with Bartons Road southwards to the junction with the A259 Havant Road in Emsworth

#### **East-West corridors**

- A259 from the junction with AB2148 North street in Emsworth westwards via Emsworth Road to Havant town centre
- Purbrook road corridor from the junction with the B2149 Petersfield Road westwards via Ladybridge Road to the A3 London Road.

3.13 In summary, the main transport challenges facing the Borough can be seen as:

- Improving east to west links across the borough due to the A3(M) separating Waterlooville from the rest of the borough;
- Improving transport accessibility, particularly to the main employment locations, town centres, and local services and facilities;
- Avoiding traffic congestion in the future including finding ways to mitigate the travel impacts arising from new developments;
- Improving connections to Hayling Island which has only one road onto and off the island and experiences seasonal congestion and peak hour congestion from daily out-commuting;
- Realising the potential for walking and cycling through the development of the Havant Active Travel Study;
- Continuing to improve the condition of the local highway network, following the considerable disruption of recent harsh winters; and
- Helping to facilitate lower-carbon transport choices so as to provide a better alternative to the car;
- Maximise the inward economic growth potential for the borough as a direct result of the transport benefits arising from the opening of the Hindhead Tunnel in July 2011.

#### **4. TRANSPORT OBJECTIVES AND DELIVERY PRIORITIES**

4.1 The Transport for South Hampshire LTP Joint Strategy will guide the development of transport networks in this area until 2031 and contributes to the Partnership of Urban South Hampshire (PUSH) Economic Development Strategy. The 14 policies in the LTP joint strategy set out the policy framework through which the TfSH authorities, including Havant, will seek to address the local and strategic transport issues.

4.2 The four overarching objectives of the Havant Borough Transport Statement are presented below in Figure 1. This provides a comprehensive local transport policy framework for Havant Borough. Appendix 1 presents the full schedule of local transport scheme proposals for the Borough and indicates how each scheme relates to local transport policy framework.

**Figure 1:Policy framework and policy objectives**

	Transport Statement Objectives			
	1	2	3	4
<b>LTP3 South Hampshire Joint Strategy Policies</b>	Promote 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 developments to come forward	To reduce carbon emissions and minimise the impacts of transport on the environment.
<b>A</b> To develop transport improvements that support sustainable economic growth and development within South Hampshire County Council.	√	√	√	
<b>B</b> Work with the Highways Agency, Network Rail, ports and airports to ensure reliable access to and from South Hampshire’s three international gateways for people and freight.	√	√		
<b>C</b> To optimise the capacity of the highway network and improve journey time reliability for all modes.	√			
<b>D</b> To achieve and sustain high-quality, resilient and well-maintained highway network for all.	√			
<b>E</b> To deliver improvements in air quality.				√
<b>F</b> To develop strategic sub-regional approaches to management of parking to support sustainable travel and promote economic development.		√	√	√
<b>G</b> To improve road safety across the sub-region	√			
<b>H</b> To promote active travel modes and develop supporting infrastructure		√		√
<b>I</b> To encourage private investment in bus, taxi and community transport solutions and where practical, better infrastructure and services.		√	√	√
<b>J</b> To further develop the role of water-borne transport within TfSH area and across the Solent.		√	√	√
<b>K</b> To work with rail operators to deliver improvements to station facilities and, where practical, better infrastructure and services for people and freight		√	√	√
<b>L</b> To work with Local Planning Authorities to integrate planning and transport.			√	
<b>M</b> To develop and deliver high-quality public realm improvements.		√		√
<b>N</b> To safeguard and enable the future delivery of transport improvements within the TfSH.			√	

## 5. IMPLEMENTATION AND FUNDING

5.1 The schemes identified in Table 1 are at various stages of progress, ranging from concept to implementation. While funding is a major consideration for delivery it is one of a complex process. Management is required during the stages which typically includes preliminary design, consultation, detailed design, tendering, and construction. The delivery is largely undertaken within the integrated capital programme by Hampshire County Council staff. Close co-operation, partnership and assistance from Havant Borough Council, transport operators, developers and the local community remain a vital component in delivering these transport improvements.

5.2 Delivery of the schemes will depend largely on funding. Looking forward, there appear to be five main potential funding streams for transport interventions in Havant.

### ***i) Funds from Department for Transport***

5.3 There are currently four funding streams available from the Department for Transport (DfT) that can be expected to help fund transport schemes in Havant:

- **Integrated Transport and Maintenance Capital Grants:** This is block funding from central government for transport. It includes funds for highways maintenance schemes, and funding for smaller-scale transport improvements, including highway improvements, traffic management schemes, and accessibility schemes. HCC decides how to spend these funds, including some in Havant.
- **Major Schemes Funding:** This is capital funding for transport schemes over £5 million in value. Until recently this has been administered as a competitive process from the DfT. However, central government has recently set out consultation on devolving prioritisation and funding for these schemes to a more local level, with a new role proposed for Local Transport Bodies and LEPs in this process.
- **Pinch-point Fund:** This is funding that has been identified by central government for highway improvements on the strategic road network. Approximately £220 million has been identified for growth related schemes which cost under £10 million and which help ease local bottlenecks and improve safety and road layout. The fund, administered by the Highway's Agency, is anticipated to fund improvements over the next 3 years.

- The Local Sustainable Transport Fund (LSTF), which is in the form of capital and revenue expenditure.

5.4 A successful LSTF bid by TfSH has secured £18million of funding for a £31 million package of interventions in southern Hampshire. The bid includes a package of measures that will support sustainable economic growth within urban South Hampshire, whilst also reducing carbon. The transport measures included

- a) Area-wide interventions, in particular related to the introduction of a Public Transport Smartcard, and
- b) Targeted measures along nine key commuting corridors between existing and planned economic growth centres. The corridors included Waterlooville to Southsea and Havant into Portsmouth.
- c) Figure two lists the potential improvements along the two LSTF transport corridors which fall in Havant borough.

**Figure 2 : Potential LSTF transport interventions**

<b>LSTF Corridor</b>	<b>Measures</b>
<b>Waterlooville to Southsea (corridor 8)</b>	<ul style="list-style-type: none"> <li>• Automatic vehicle location hardware on local bus fleet</li> <li>• Potentially some personalised journey planning along the London road corridor from Cosham to Waterlooville</li> <li>• Travel plan for South Down College in Cowplain</li> <li>• Cycle route to Waterlooville town centre</li> </ul>
<b>Havant to Portsmouth City Centre (corridor 9)</b>	<ul style="list-style-type: none"> <li>• Bus interchange facilities and public realm improvements at Leigh Park</li> <li>• Better cycle and pedestrian links between Havant bus station and Havant rail station</li> <li>• Cycle parking at Havant bus station</li> <li>• Brompton bike hire scheme at Havant railway station</li> <li>• Travel plans for Havant College and Havant Hospital</li> <li>• Real time information screens at Havant Public Services Village and the Meridian Shopping Centre in Havant</li> <li>• Smartphone RTI readers at other bus stops</li> <li>• Cycle routes and cycle parking along corridor</li> <li>• Travel plan for Havant and Bedhampton railway stations</li> </ul>

### ***ii) Funds from local resources***

- 5.6 These are funds that have been allocated at a local level from Hampshire County Council to support delivery of the highway maintenance programme. These funds complement the capital grant funds allocated for maintenance from the Department for Transport.

### ***iii) Funds from developers***

- 5.7 One of the main sources of funding for transport improvements is from developments in the Borough. Currently transport contributions are secured in accordance with the County Council's Transport Contributions Policy (TCP).
- 5.8 When the Borough Council's CIL Charging Schedule is adopted, (scheduled February 2013), the Transport Contributions Policy will cease to operate and it is possible that some transport improvement schemes will be included in the CIL 'Regulation 123' list of infrastructure projects to be funded by CIL receipts. Most transport improvements however will need to be funded from other sources.
- 5.9 The CIL regulations allow the use of planning obligations to fund infrastructure improvements provided they are necessary to make the development acceptable in planning terms; are directly related to the development; and fairly and reasonably related in scale and kind to the development. It will be necessary to secure funds through Section 106 and Section 278 agreements to implement specific transport infrastructure projects. These agreements will not be restricted by the CIL Regulations.

### ***iv) Funding from the Solent LEP***

- 5.10 The Growing Places Fund has been set up to help unlock and support economic growth and job creation, through funding transport schemes that help open up business and development opportunities. Part of this fund could be used to help implement a number of strategic transport schemes within the Borough. However, the Growing Places Fund must be recycled, so a mechanism to pay back any funding from this source in whole or part has to be established.

### ***(v) Other Funding Streams***

- 5.11 There are also other emerging sources of funding, which have the potential to assist with delivery of the proposals in the Borough. Other funding opportunities for improvements can typically arise via public transport operators, Network Rail (for example the Access for All

programme to improve accessibility at rail stations), the Highways Agency, Sustrans (as noted earlier in 4.2) and PUSH. Recent examples of such projects in Havant are:

- Southern Railway have obtained funding for the installation of a new access ramp on the northern platform at Emsworth station
- The Environment Agency has allocated financial support to enhance a section of the 'Hayling Billy Trail' just south of Langstone bridge on Hayling Island
- PUSH has funded a town centre enhancement scheme in Waterlooville town centre precinct
- Sustrans funding for new cycle schemes in the borough

5.12 In the future, there may be opportunities for Havant to benefit from new funding streams such as the Tax Increment Funding and the New Homes Bonus, both of which may see new development helping to fund transport improvements.

5.13 The proposed schemes listed in Table 1 include an indication of the likely funding source, where this has been identified. However, for several of the sources the level of funding available and the criteria for their use has not yet been confirmed.

5.14 Whilst the Transport Statement timeframe is up to 2029, it is not expected that all the schemes listed in Table 1 will be deliverable within this time period. Future funding is uncertain, particularly in the current economic climate, and the global sum likely to be available for transport in the next 15-20 years is unknown. The identification of schemes for progression will take place in conjunction with key partners and will be informed by a range of factors currently unconfirmed, including economic pressures, finalised development allocations and availability of funding. Therefore, most of the schemes listed represent longer term policy aspirations of HCC. Delivery will be subject to future prioritisation and the development of robust business cases to justify delivery. A comprehensive review of strategic transport schemes will be completed in 2012 through the development of the TfSH Long Term Strategic Implementation Plan (LTSIP). LTSIP will be developed utilising the TfSH Sub-Regional Transport Model and following the LTSIP adoption, the list of strategic schemes will be updated.

Figure 3 – Havant Borough Transport Statement Map

