

NEW FOREST TRANSPORT STATEMENT

Adopted September 2012

CONTENTS		Page
1.	Introduction	2
2.	Policy Context	3
3.	Background, Transport Context and Issues in the New Forest	6
4.	Transport Objectives and Delivery Priorities	11
5.	Implementation and Funding	13

FIGURES

Figure 1: The New Forest Boundaries and Transport Strategy Areas	7
Figure 2: Strategic Transport Map	16

TABLE

TABLE 1: Schedule of Transport Improvements	18
--	-----------

1. Introduction

1.1 This report sets out the transport strategy and delivery priorities for the New Forest, covering the administrative areas of the New Forest District Council (NFDC) and New Forest National Park Authority (NPA). The Transport Statement provides the following:

- a comprehensive local transport policy framework for the New Forest District and National Park;
- a framework to assist with the prioritisation of transport investment;
- a sound basis for land use and development planning;
- assistance to the local planning authority with infrastructure planning in support of the Core Strategies. To include input to, the preparation of a Community Infrastructure Levy (CIL) Charging Schedule and the application of the Transport Contributions Policy 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 New Forest District Council and the New Forest National Park Authority. The Statement covers the period up to 2026, which conforms with the timeframes of planned development, as outlined in both Local Development Frameworks (LDFs). It will be reviewed and updated on a regular basis, particularly as proposals are completed or modified.

1.3 The Transport Statement links to current economic priorities, including those being developed by the Enterprise M3 Local Enterprise Partnership (LEP). It also builds on existing transport related documents covering the District and National Park, notably the Local Transport Plan 3 (LTP), the Ringwood Town Access Plan (TAP), the LDFs developed by the New Forest District Council (NFDC) and the New Forest National Park Authority (NPA). The National Park Management Plan and National Park Recreation Management Strategy produced by the NPA are also relevant to transport and access to the National Park area.

1.4 Within this context, the transport vision for the New Forest Transport Statement is "to maintain and improve the area's distinctive character, whilst improving opportunities for sustainable travel for everybody through appropriate transport investment and greater integration. To enhance the environment and the local economy and reduce carbon emissions and social exclusion. This will be achieved through the integration of land use and

transport policies, through an innovative approach to travel and the management of existing resources in the New Forest”.

2. Policy 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.

2.3 At a sub-regional level, the New Forest falls within both the M3 and Solent area Local Enterprise Partnerships (LEPs) are driving forward economic growth in the Solent, New Forest, central and north Hampshire. The Enterprise LEPs cover important economic areas for the UK economy. Under the main business led boards, the LEPs brings together private and the public sectors, and will prioritise key strategic infrastructure investment, including for transport, over the next few years. The New Forest is in the southern most area of the M3 LEP area, but it is anticipated to benefit from strategic transport improvements planned and delivered through the M3 corridor.

2.4 The key transport policy document produced by Hampshire County Council is the [Hampshire Local Transport Plan 3](#) (LTP3). The document is in two parts with Part A containing the Long Term Strategy for 2011 to 2031 and Part B the Implementation Plan for the three years from 2012 to 2015. The main relevant section to this Transport Statement is Chapter 6 which identifies the Transport Strategy for Central Hampshire and the New Forest. However, Totton and the waterside settlements of Marchwood, Hythe and Fawley are included in the South Hampshire sub region and covered by the South Hampshire Joint Strategy, which is detailed in Chapter 7 of the LTP. This latter strategy 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).

2.5 TfSH has developed a Sub-Regional Transport Model (SRTM), which is currently being used to develop a Long Term Strategic Implementation Plan (LTSIP). This is a 15 year plan for transport in the South Hampshire area. The LTSIP supports a range of activities and solutions, but will not be limited to investment in transport infrastructure or services. Planning policies that avoid the need for excessive additional travel and the encouragement of sustainable patterns of travel will both have a role to play.

2.6 There are a number of local planning documents developed by New Forest District Council (NFDC) and New Forest National Park Authority (NPA) which have had a significant input to this Transport Statement.

2.7 The key Development Plan Documents in the Local Development Framework for the New Forest District (outside the National Park) are the:

- [NFDC Local Development Framework Core Strategy - New Forest District Outside the National Park](#) (adopted October 2009). The Core Strategy forms the planning framework for the New Forest District communities outside of the National Park for the period up to 2026.
- [New Forest District Council Sites and Development Management Plan \(DPD\)](#) sets out the detailed proposals and policies required to implement the planning strategy for the area agreed through the Core Strategy. It also provides additional development management policies to assist the implementation of the Core Strategy.
- [Background Paper 44: Review of Transport Proposals](#) (January 2011) Paper supporting the New Forest LDF.
- [New Forest District Council outside the National Park Community Infrastructure Levy \(CIL\) Draft Charging Schedule](#) (April 2012) sets out the Council's proposals for the introduction of a CIL charge to fund new infrastructure within the District. The charging schedule is supported by a viability study and an infrastructure delivery plan.
- [Future Matters - The Sustainable Community Strategy](#) (2008-12) Developed by the Local Strategic Partnership for the New Forest, the Strategy sets out a vision, priority issues and objectives to improve the quality of life of present and future generations.

2.8 The New Forest National Park covers areas within the New Forest District, Test Valley Borough and Wiltshire. The New Forest NPA has produced the following documents that seek to protect and enhance this protected landscape of the national park, while promoting sustainable travel and forms of recreational activity for both residents and visitors:

- Local Development Framework - [New Forest National Park Core Strategy and Development Management Policies \(DPD\)](#) (adopted December 2010). Planning policies for the New Forest National Park area, providing the overall vision, strategic aims and objectives and spatial planning policies for the period to 2026.
- [Topic Paper 10: Transport](#) (February 2010) - The evidence based study for the Core Strategy and Development Management Policies DPD
- [New Forest NPA Annual Monitoring Report 2011](#) provides information on past completions and the level of new housing development.
- [New Forest National Park Recreation Management Strategy](#) 2010-2030 The Strategy sets out a long term vision for the management and promotion of recreation up to 2030, and identifies a series of actions for the Authority and key partners.
- [New Forest National Park Management Plan](#) (2010 -2015) A strategic document which sets out the overall vision and approach. The central role of the Plan is to guide and co-ordinate the work of all those with an interest in the Park, in delivering the National Park purposes and duty.

2.9 There have also been a series of specific transport studies and policy documents produced by the County Council, District Council and National Park Authority in recent years which have input to this Transport Statement and these include:

- [Ringwood Town Access Plan \(TAP\)](#) (2011) sets out the vision for how access to facilities and services within the town can be improved over the next 20 years. It is a joint document of HCC and NFDC, which has been prepared with Ringwood Town Council and the local community. It forms part of the LDF for New Forest District (outside the National Park), with the status of a Supplementary Planning Document.
- [Countryside Access Plan for the New Forest and South-West Hampshire](#) (2008-2013) The Countryside Access Plan (CAP) for the New Forest area is one 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. The 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 LTPs, with the aim of delivering a more integrated approach to sustainable transport in rural and urban areas. The New Forest 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.

- [Air Quality Action Plans](#) (AQAPs) - NFDC has adopted air quality action plans relating to Fawley and parts of the central areas of Totton. Within the National Park, Lyndhurst, has been designated as an Air Quality Management Area (AQMA).
- [School Travel Plans and Safer Routes to School](#) (SRTS) – Almost 83% of schools within the District have active School Travel Plans. The Plans identify infrastructure and training requirements to enable children to travel to school safely by public transport, walking and cycling

2.10 It is acknowledged that both the Transport Statement Table 1 and the LDF Infrastructure Development Plan will require revision and update to reflect the outcomes of work to be undertaken on the Core Strategy. This Statement will also need to reflect the findings in the Core Strategy / Local Plans for neighbouring councils including Christchurch, Salisbury City, Southampton City and Test Valley.

3. Background, Transport Context and Issues in the New Forest District

Background

3.1 The New Forest is predominately rural in nature, with 70% of the population living within the settlements of Ringwood/Fordingbridge, Totton, Hythe/Fawley, and the coastal towns. The remaining population lives in the rural hinterland, towns and villages. The transport and travel needs of rural areas, particularly the more isolated parts, differ from those of urban areas.

3.2 The New Forest National Park (which came into existence on 1 March, 2005) covers the vast majority of the New Forest District area. The New Forest National Park Authority has two specific purposes:

- To conserve and enhance the natural beauty, wildlife and cultural heritage of the area
- To promote opportunities for the understanding and enjoyment of the special qualities of the Park by the public.

It also has a duty to:

- Seek to foster the social and economic well-being of local communities within the Park.

3.3 The National park Authority is the planning authority for the National Park. The landscape of the New Forest area is highly valued and much of the area has protected status, resulting in new housing and employment development within the area being relatively restricted and directed away from the most sensitive and fragile habitats and landscapes of the National Park. Appropriate small scale employment and housing development to meet the needs of the local communities will be supported in the four villages of Ashurst, Brockenhurst, Lyndhurst and Sway.

3.4 The New Forest District Council is the planning authority for the remainder of the district. There are three areas of the District outside the National Park – Totton and Waterside, Coastal Towns and Villages, and Ringwood, Fordingbridge, Avon Valley and Downlands. The Spatial Strategy provides for new dwellings in larger towns and service centres. Lists of housing land supply are available at [HCC Housing Sites](#) and the District Council's Sites and Development Management DPD (when adopted) sets out the land allocated for development in the District.

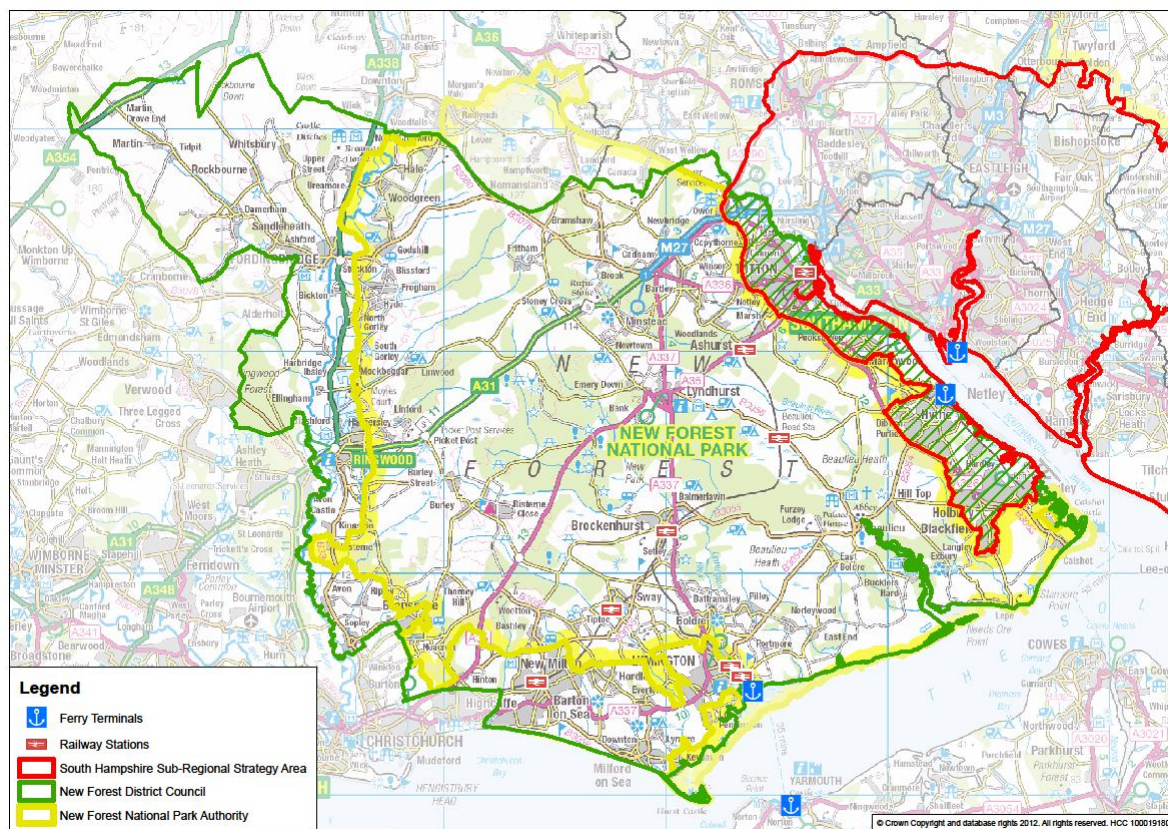


Figure 1. The New Forest Boundaries and Transport Strategy Areas

3.5 The Transport Strategy for Central Hampshire and the New Forest covers the whole of the New Forest with the exception of Totton and the Waterside settlements. Due to the proximity and links to Southampton and South Hampshire, this area is covered by the Transport for South Hampshire Joint Strategy. This strategy guides the development of transport networks in this area until 2031 and contributes to the Partnership of Urban South Hampshire (PUSH) Economic Development Strategy.

Transport Context and Issues

3.6 The New Forest District is bordered by the expanding residential and employment areas of the Bournemouth/Poole/ Christchurch and Southampton/Portsmouth conurbations. It is easily reached by road from centres of population locally, and attracts 13.5M visitor days each year. The majority of journeys to work (71%) by New Forest residents are by car. The urban areas of Southampton, Eastleigh, Test Valley, Bournemouth and Dorset are key journey to work origins and destinations for the New Forest area. However, those people who do not have ready access to either public transport, community transport or a car can be very isolated. The New Forest, in its rural setting, also shows characteristics markedly

different from the rest of the county, particularly its prosperous pensioners with 24.3% of its population over the age of 64 years.

3.7 There is a well-established road network ranging from country lanes and tracks up to dual carriageways and Motorways. The M27 and A31(T) provide the primary road access to and through the New Forest. The A31 is a heavily used road and effectively cuts the area in two. There are also a number of important inter-urban roads including the A35, A337, A326 and A338. The M27 and M3 provide the main access routes to Winchester and the north, and to south Hampshire (including the international gateway ports and Southampton Airport). Within the District, some links on the M27, A36 and A326 are congested during peak commuter periods. Parts of the A35 and A337 often experience delays during the summer season impacting on access to the coastal towns and New Forest villages. Local congestion in Lyndhurst and Totton have resulted in the declaration of Air Quality Management Areas (AQMAs). The quality of life in rural areas can also be disrupted by heavy traffic (including lorries) unsuited to country lanes. Many country lanes are well-used by pedestrians, cyclists and equestrians. Motorists need to be encouraged to drive at appropriate speeds to help these non-motorised users feel safer, and to reduce the number of accidents involving stock animals within the perambulation.

3.8 The recent harsh winters have caused considerable disruption and resulted in significant damage to the highway network. This, combined with the forecast effect of climate change, has highlighted the importance of maintaining and keeping highways open, facilitating safe movement of people and goods. In this context, it is recognised that highway maintenance will continue to be a high priority for the County Council.

3.9 Hythe ferry interchange, Lymington bus station, Totton, Fordingbridge and Ringwood town centres and the railway stations at Brockenhurst, New Milton and Sway are principal transport interchanges/hubs within the New Forest.

3.10 The New Forest enjoys good long-distance rail links to South East Dorset, Salisbury and London, as well as to Reading and the Midlands and the North, with railway stations at Totton, Ashurst, Beaulieu Road, Brockenhurst, Sway and New Milton. The Lymington-Brockenhurst Community Rail Partnership (LB CRP) is progressing initiatives to promote sustainable rail travel. However, the railway line does not currently serve populations in the urban Waterside communities of Hythe, Marchwood and Hounslow. Bus services serve many of the market towns and provide links to nearby towns and cities along main roads.

The frontline bus corridors are: X3 Bournemouth - Ringwood - Fordingbridge – Salisbury, X1/X2 Bournemouth - New Milton – Lymington, Bluestar 6 Lymington-Lyndhurst-Southampton Bluestar 9 Waterside – Southampton with Bluestar services 10/11 Cadnam – Southampton, only considered frontline for part of the route due to subsidy. These are complemented by secondary, mostly supported, local and rural services. Taxi-share, Cango and community transport are provided in areas where passengers are too few for bus services to be viable, giving access to essential services in the most remote areas.

Community Transport offers a diverse range of services which together play a valuable role in meeting the needs of people who have difficulty in using public transport. These range from small voluntary car schemes, focused mainly on trips to hospital appointments, to the much larger district-wide scheme operated by Community First New Forest which uses a fleet of minibuses to provide transport to a large range of local community groups. Disabled individuals also benefit from Call and Go whilst young people can access employment and training opportunities with the help of the Wheels to Work Scheme. The New Forest Tour provides two seasonal open top bus routes covering most of the New Forest, providing visitors with a car free alternative.

3.11 The ferry service from Lymington to Yarmouth, which in 2010 saw three new ferries introduced, provides an important link with the Isle of Wight, complementing the other cross-Solent routes within South Hampshire. The new berth in Southampton for the Hythe ferry is expected to be completed by summer 2012.

3.12 Southampton and Bournemouth Airports are located within close proximity to the National Park. Plans for the expansion of both airports are set out in the respective Airport Masterplans. The scale of the impact of this increase of passenger aircraft flights will depend on future flight paths and the extent of improvements in aircraft engine technology.

3.13 In summary, there are a number of significant transport challenges faced by the New Forest area:

- Maintaining the existing highway network and improving its resilience to the effects of extreme weather events.
- Congestion on inter-urban road corridors, including motorways and trunk roads, and in some town and village centres.
- Mitigation of the transport impacts on both strategic and local networks, arising from planned housing growth, including growth in surrounding urban areas.

- Minimising the adverse impacts of traffic on the quality of life of rural communities and market towns through speed management and HGV routing.
- Protecting the rural areas on the fringes of planned major development areas.
- Managing transport and infrastructure impacts within the New Forest National Park
- Improving accessibility for people without access to a car, including walking and cycling, while recognising that the car is likely to remain the main mode of travel for many people in rural areas.
- Ensuring that routes are managed to properly reflect their rural setting.
- Maximising the role of Community Transport in meeting local access needs.
- Ensuring that the transport network supports and enables economic growth and contributes towards efforts by the Enterprise M3 Local Enterprise Partnership to create jobs and improve economic competitiveness.
- Supporting the rural economy.

4. Transport Objectives and Delivery Priorities

4.1 In consideration of the policy context and transport issues outlined above, a number of objectives and delivery priorities have been identified for the New Forest. To facilitate these Objectives and Delivery Priorities, an extensive list of proposals are presented in Table 1. The key transport infrastructure is set out on Figure 2.

4.2 Objective 1: Promote economic growth by providing a well-maintained, safe and efficient highway network.

Delivery Priorities:

- 1.1 Maintain the road network for all users to ensure a resilient, long-term and efficient network;
- 1.2 Develop targeted measures that reduce congestion, improve accessibility and improve road safety on the A326, A35 and A337;
- 1.3 As part of a longer term strategy, in partnership with the Highways Agency, investigate capacity improvements for links on M3, M27 and A31;
- 1.4 Reduce road casualties, through ensuring a pro-active approach to accident reduction, to include animal accidents.

4.3 Objective 2: Improve access to jobs, facilities and services by all types of transport.

Delivery Priorities

- 2.1 Work with Town and Parish Councils to support community-driven transport solutions;
- 2.2 Delivery of local measures contained in Ringwood Town Access Plan (TAP);
- 2.3 Improve pedestrian and cycle routes to create a safer and more joined-up network of comprehensive routes for non-motorised transport;
- 2.4 Develop more safe crossing points of main roads such as the A36, A337 and A326;
- 2.5 Work with public transport industry partners to support Quality Bus Partnerships (QBP) on well used inter-urban bus routes and further improving the existing Bluestar 9 QBP route;
- 2.6 Work with partners to introduce: Real Time Passenger Information (RTPI) and bus priority on core routes, improved bus stop facilities with roadside information and upgrades to bus station and shelters;
- 2.7 Develop the coverage of the existing community transport services, improve public awareness of what is available and identify and secure finance for

- replacing the minibuses which are operated by Community First New Forest and other larger community transport providers in the New Forest;
- 2.8 Support improvements to public transport interchanges and facilities in town and district centres such as Hythe, Ringwood and Lymington;
 - 2.9 Progress the Waterside Passenger Rail project;
 - 2.10 Work with the rail industry to improve passenger facilities, passenger security, cycle transportation and access for all at railway stations;
 - 2.11 Encourage new Community Rail Partnerships (CRPs) and support the active and successful Friends of Lymington-Brockenhurst Line CRP;
 - 2.12 Support and invest in community transport schemes and demand-responsive services;
 - 2.13 Encourage employers and schools to develop and implement travel plans to improve access by all transport modes and encourage flexible work patterns;
 - 2.14 Provide better information and advice on transport choices.

4.4 Objective 3: Facilitate and enable new developments to come forward, whilst minimising the impact on the existing transport infrastructure.

Delivery Priorities:

- 3.1 Include a range of appropriate mitigating transport measures, particularly aimed at improving accessibility by non-car modes and reducing the adverse impact of traffic;
- 3.2 Ensure that adequate lorry access routes are available and suitable;
- 3.3 Produce and implement Transport Assessments and Site Travel Plans, as appropriate.

4.5 Objective 4: Reduce carbon emissions and minimise the impacts of transport on the environment.

Delivery priorities

- 4.1 Encourage visitors to use public transport and cycling options as an alternative to their car, through marketing and publicity campaigns;
- 4.2 Traffic management measures to address localised transport issues;
- 4.3 Signing strategy review to identify measures to discourage HGV use of unsuitable roads;
- 4.4 Development of a freight routing journey planner to help encourage freight operators to purchase SatNav systems designed for lorries;

- 4.5 Implement measures to support Air Quality Management Plan objectives which look to reduce traffic pollution levels in Lyndhurst and Totton AQMAs;
- 4.6 Work to enhance environmental and streetscape quality where affordable;
- 4.7 Use of new technology such as RTPI and solar power to improve passenger experience and reduce the carbon footprint of public transport;
- 4.8 Help reduce the need to travel, such as through supporting the development of high quality telecommunications, Broadband infrastructure and tele-conferencing;
- 4.9 Development of street lighting solutions, such as dimming lights to reduce carbon footprint;
- 4.10 Support a range of sustainable transport alternatives and initiatives within the National Park, such as the New Forest Tour.

5. Implementation and Funding

5.1 The proposals identified in Section 4 and Table 1 are at various stages of progress, ranging from concept to implementation. While funding is a major consideration for delivery it is one part of a complex process. Management is required during the stages which typically includes preliminary design, consultation, detailed design, tendering and construction. This delivery is largely undertaken within the integrated capital programme by Hampshire County Council. Close co-operation, partnership and assistance from New Forest District Council and the New Forest National Park Authority, the Highways Agency, the Local Enterprise Partnerships, neighbouring councils, transport operators, developers and the local community remain a vital component in delivering these transport improvements.

5.2 Delivery of the proposals will depend on funding and there is funding available from a range of different sources. These sources are briefly summarised below in five main groups:

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

- **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 the New Forest.
- **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.
- **The Local Sustainable Transport Fund (LSTF),** which is in the form of capital and revenue expenditure. Two bids to this fund that include the New Forest have been submitted:
 - TfSH Local Sustainable Transport Fund (LSTF) business case was submitted in December 2011. The package of measures support sustainable economic growth within urban South Hampshire, whilst also reducing carbon. Interventions are

targeted both area-wide and along nine key commuting corridors between existing and planned economic growth centres. Two commuter corridors have been identified within the New Forest area:

- Hythe to Southampton City Centre
- Totton to Southampton City Centre

(HCC expects to hear in June 2012 if this bid has been successful)

- Sustainable Transport Solutions for England's two newest National Parks - LSTF Bid. Hampshire County Council is leading on a £3.9M LSTF bid covering the New Forest and South Downs National Parks. The proposals outlined in this Bid will contribute to the two key policy objectives of supporting the local economy and reducing carbon emissions in the national parks. It will achieve this through targeting visitors and encouraging them to travel by sustainable modes. (HCC expects to hear in June 2012 if this bid has been successful)
- 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.

ii) Funds from local resources: 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 development: One of the main sources of funding for transport improvements is from developments in the area. Currently transport contributions are secured in accordance with the County Council's Transport Contributions Policy, which has been adopted by the District Council and will be formally adopted by the National Park Authority in 2012.

The New Forest District Council's timetable is to consult on a draft CIL Charging Schedule in April 2012 before submitting this for public examination. The District Council intends to adopt CIL by January 2013 and to begin charging from 1st April 2013. The charging schedule is supported by an Infrastructure Delivery Plan which amongst others includes

transport infrastructure projects. Once CIL has been adopted by the District Council the Transport Contributions Policy will become inoperable and so it is expected that a number of transport infrastructure projects will be included on the Charging schedule and may be funded by CIL receipts.

The National Park Authority is looking to adopt its own CIL Charging Schedule in 2013 and this Transport Statement will similarly provide information to assist the Authority in preparing its Charging Schedule and associated CIL Infrastructure Plan.

It may be that in some cases, particularly with major developments, some specific transport infrastructure will need to be secured through Section 106 or Section 278 agreements in order that they can be delivered to meet the needs of the development alone, or by CIL contributions including the opportunity to pool resources with neighbouring councils where appropriate. Section 278 will not be restricted by the CIL Regulations and so it will be possible to fund transport schemes through both CIL and Section 278.

iv) LEP Funding: As the New Forest is part of the Enterprise M3 and Solent LEP areas, significant opportunities are emerging for funding of transport schemes. The Growing Places Fund has indicatively allocated up to £14 million towards infrastructure improvements in the M3 LEP area. 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.

v) Other Funding: There are also other emerging sources of funding, which will involve joint working between authorities and business, and have the potential to assist with delivery of the proposals in the area. Of particular potential is the Tax Increment Funding and the New Homes Bonus received by the New Forest District Council, which aim to gain benefit from new development coming forward. Other funding opportunities for improvements arise via public transport operators, such as from the National Station Improvement Programme (NSIP), or for vehicle improvements from the bus operators or opportunistic funding from groups such as Sustrans.

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

5.4 Whilst the Transport Statement timeframe is up to 2026, it is not expected that all of 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, 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 2: Strategic Transport Map

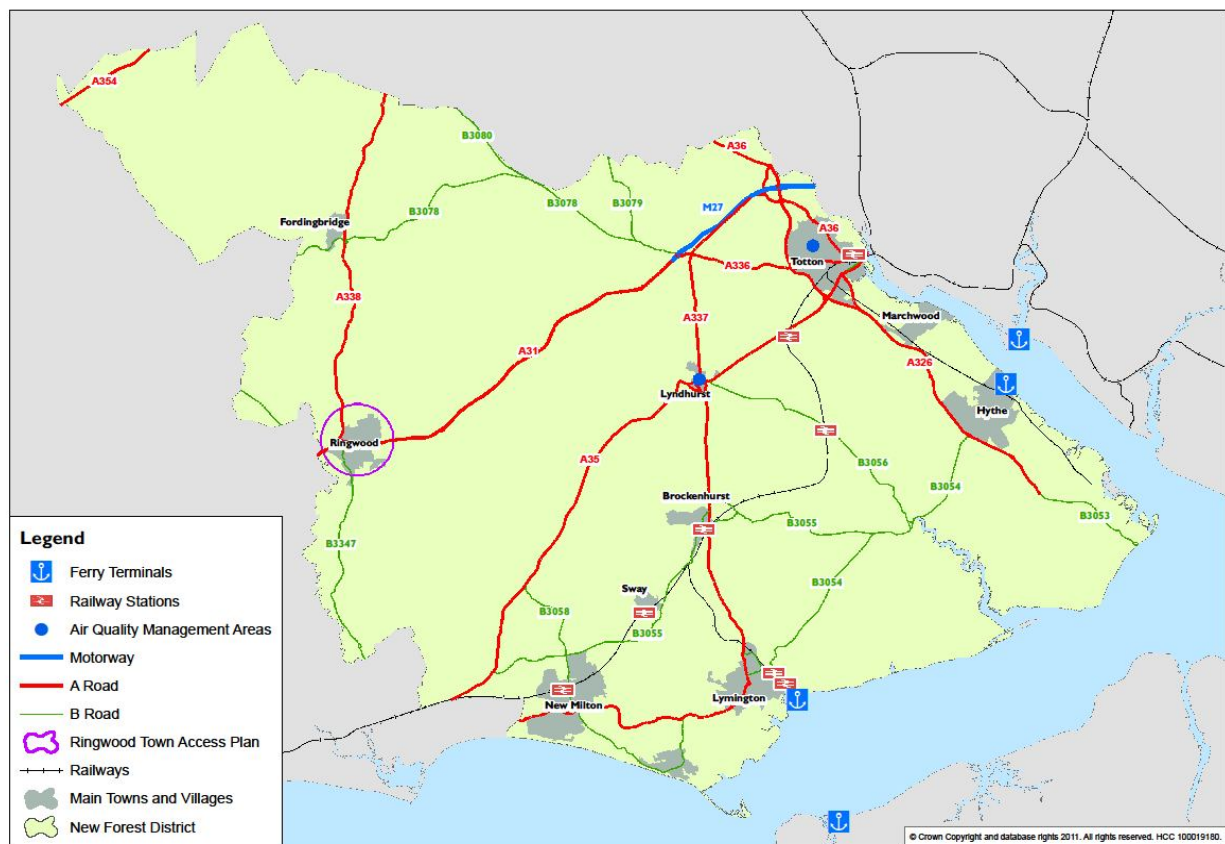


Table 1

Schedule of Transport Proposals

Note that the schemes are not listed in order of priority

JJ/ July 2012