

April 2017

Hampshire Strategic Infrastructure Statement



Contents

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Foreword

I am pleased to introduce the updated Hampshire Strategic Infrastructure Statement prepared by Hampshire County Council in partnership with other public sector providers.

As Chairman of the County Council's Infrastructure Planning and Delivery officer group, I commissioned the Statement in order to assist those planning infrastructure to support planned development and economic growth. It therefore provides an overview for a range of infrastructure types, and where available refers to key delivery programmes, strategies and investment plans developed by the County Council and its partners. Whilst infrastructure is a broad term, this Statement focuses on the delivery of: Transport; Schools; Flood Defences; Health and Social Care facilities; Libraries; Green Infrastructure; Waste Management; and Community Facilities.

In the changing landscape of infrastructure funding, local authorities increasingly collaborate in determining priorities for planning, funding and delivering future infrastructure. Minimising the risk of a growing infrastructure deficit in Hampshire is key to ensuring the continued prosperity and sustainability of the county, particularly at this time of major economic challenge. As a main provider of public services in Hampshire, the County Council remains fully engaged in the process of helping to shape the future of the county, working alongside key partners.

To this end, the Statement also reflects the infrastructure needs of the Hampshire Constabulary, Hampshire Fire and Rescue and the NHS Clinical Commissioning Groups for Hampshire.

Looking ahead, the County Council remains committed to improving the quality of life for the residents of Hampshire, and infrastructure provision plays a significant role in achieving this. By building on the strong public and private partnerships, the County Council will ensure that the infrastructure that underpins economic growth can be delivered and Hampshire continues to prosper.

Stuart Jarvis, Director of Economy, Transport and Environment

Executive Summary

This document is a position statement, or 'snapshot', detailing the infrastructure requirements identified by Hampshire County Council and its partners, shown for each of the Hampshire's districts.

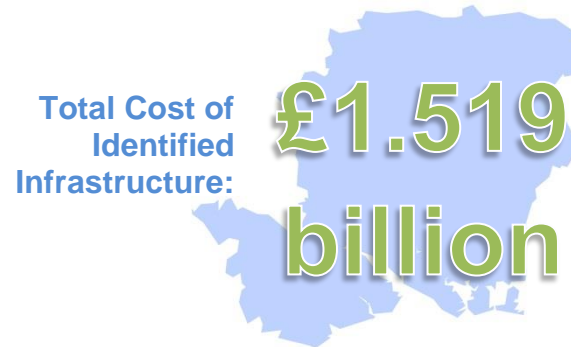
The information set out within this document is correct at the time of publishing, however it is acknowledged that policy and budgetary changes could have implications for the infrastructure schemes identified. The County Council is therefore keen to continue to engage with partner authorities on a regular basis in order that they are kept informed of any pertinent modifications.

The Statement focuses on the infrastructure types which Hampshire County Council and its public sector providers have a role in planning, coordinating, and in some instances also delivering.

The following infrastructure types are considered: transport; schools; countryside schemes; waste infrastructure; energy infrastructure; flood risk management infrastructure; social & community infrastructure (libraries; extra care housing; early years and childcare provision; health care provision; police service; fire and rescue service).

For the infrastructure defined, this Statement explains Hampshire County Council's role; provides some background information to explain the infrastructure and its importance in terms of supporting development; explains what triggers the need for additional capacity; and finally how the infrastructure might be funded.

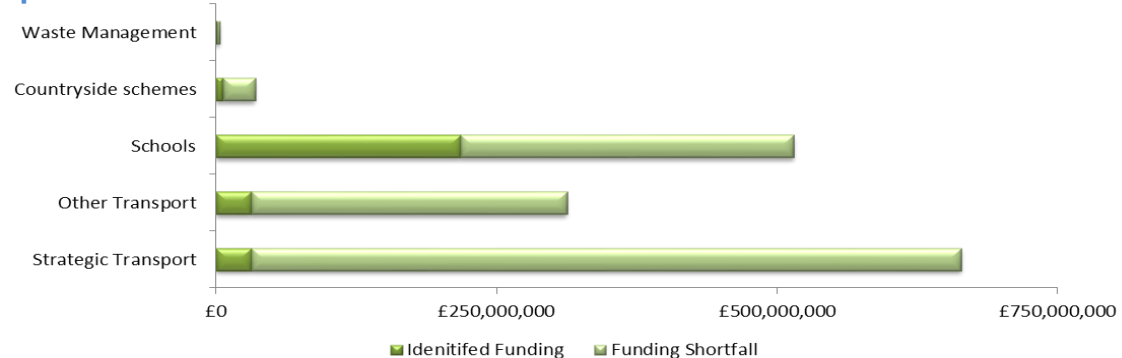
It is intended that this Statement will provide a basis for the County Council's engagement with each local planning authority on Infrastructure Delivery Plans and Community Infrastructure Levy charging schedules as well as the overall approach to funding local infrastructure projects.



Much of the infrastructure identified within the Statement is required to support planned growth within Hampshire and so its delivery is dependent on both the timing of development and the availability of funding.

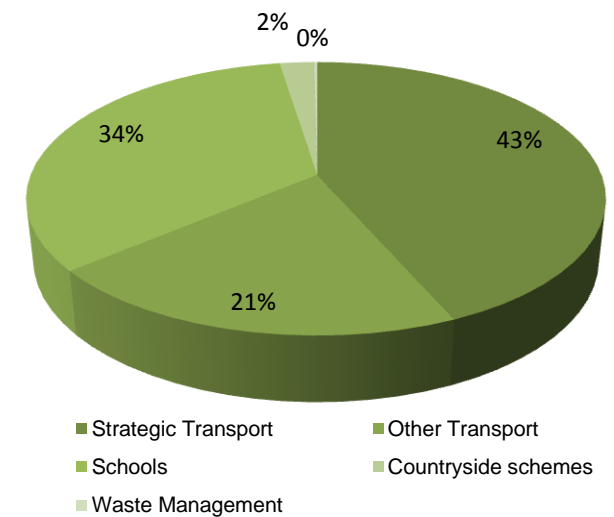
This Statement does not represent a commitment by the County Council to fund or deliver the infrastructure listed, but it does help to identify those schemes considered necessary to support the pattern and level of development proposed across Hampshire over a twenty year period and will inform resource allocation priorities.

Split in Identified Infrastructure Costs



The intention is not to set priorities for the delivery of schemes within this Statement as those of the county, district and other public sector partners are likely to be different and can also change over time. The authorities will need to work together to agree priorities at the appropriate time and decide which funding streams are most appropriate to deliver infrastructure projects.

Proportion of Overall Costs



1 Introduction

Background

The National Planning Policy Framework¹ places a duty on local authorities to use an evidence base to ensure that Local Plans meet the full, objectively assessed needs for market and affordable housing in market housing areas, including identifying key sites which are critical to the delivery of the housing strategy over the plan period. The purpose of the planning system, as set out in the framework, is the achievement of sustainable development.

New and improved infrastructure is essential to redress existing shortcomings and to ensure that the new homes envisaged are part of sustainable communities. New urban extensions should have sufficient infrastructure, but new homes elsewhere are likely to make use of existing facilities, some of which may need improving as a consequence. The future sustainability of housing plans being developed and proposed in Local Plans will therefore depend, in large part, on timely and effective provision of infrastructure.

Investment in infrastructure supports economic prosperity, a key objective for local authorities. Long term investment in infrastructure is critical in helping to rebalance the economy, enhancing productivity and helping to both create and support jobs. It means that authorities can position themselves ready to face new challenges such as population growth and climate change, and take full advantage of new technologies in transport and communication networks that connect people and businesses; providing the County with an edge over its competitors.

¹ https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/6077/2116950.pdf

Whilst investment in, and provision of, infrastructure to ensure sustainable communities and promote economic growth is dependent on many organisations and varied funding sources, local authorities have a responsibility to provide a large proportion of the infrastructure that is needed to support our communities. For instance, the County Council is responsible for providing and maintaining roads, schools and household waste facilities. The local district and borough councils are responsible for providing open space, recreation and leisure facilities and ensuring the delivery of affordable housing.

The scale and pace of sustainable development often depends on sufficient capacity being available in existing infrastructure to meet the needs of new development. Where this is not the case, the ability to deliver timely development will depend on additional capacity being released through better management of existing infrastructure, or through the provision of additional capacity by extending or providing new infrastructure. The timely provision of additional infrastructure capacity to meet future development needs remains of prime importance to both local authorities and the public.

An assessment of an area's infrastructure needs firstly requires a full understanding of how the use of existing infrastructure can best be optimised. Secondly, an understanding of the scope to reduce demand for infrastructure is needed. Thirdly, there is a need to understand where additional demand will arise and whether it is driven by increasing populations or by changes in household size, or increased housing or employment development in an area. For some types of infrastructure this assessment can be very complex and necessitates the use of assumptions and models. This Statement presents information currently available relating to the additional infrastructure needed to support future development. Often, new development can put pressure on infrastructure which is already very close to its full capacity

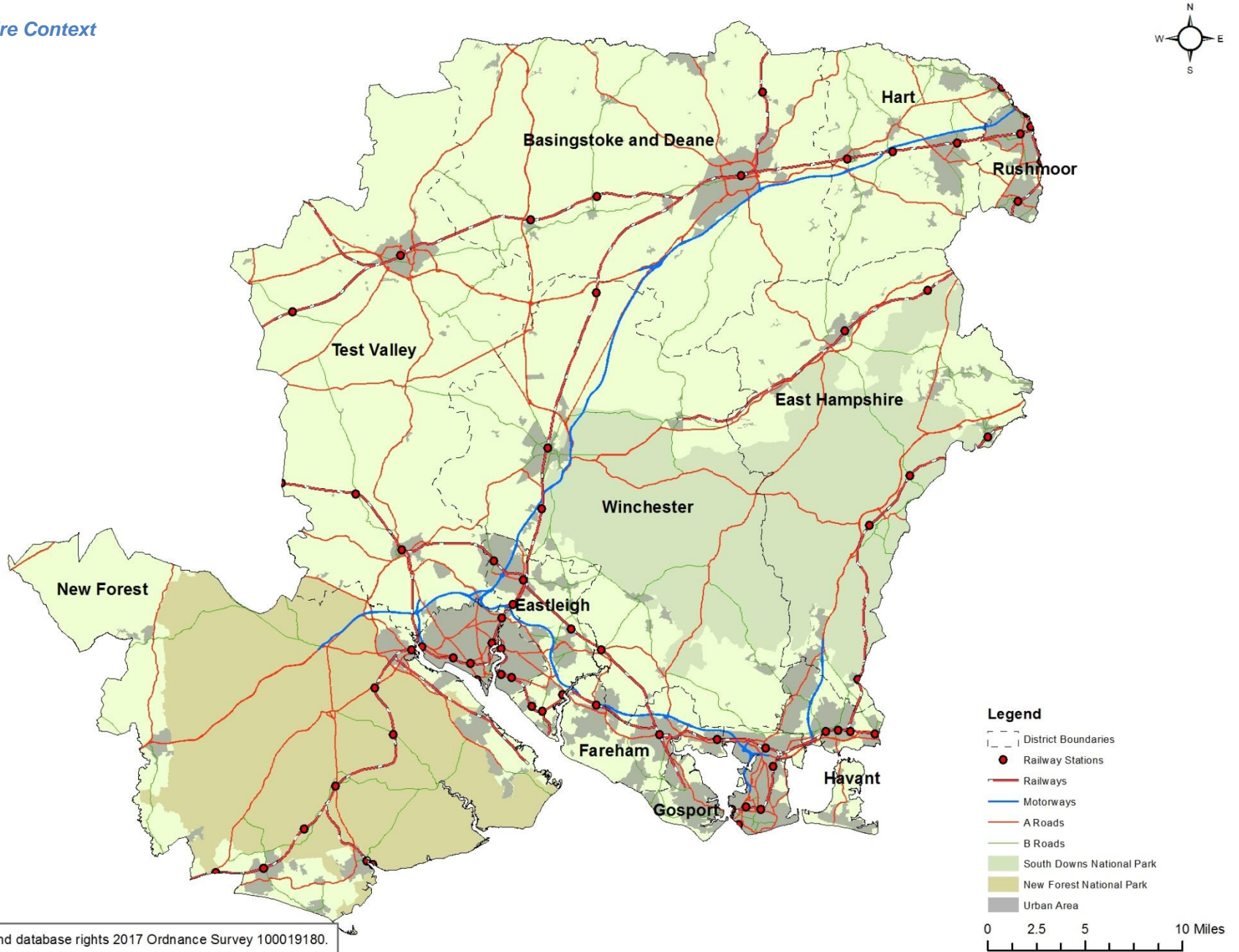
because of existing pressures. This Statement focuses on the infrastructure types which the County Council and its public sector providers have a role in planning, coordinating and in some instances delivering.

For each infrastructure type, this Statement explains the County Council's role; provides some background information to explain the infrastructure and its importance in supporting development; explains what triggers the need for additional capacity; and finally how the infrastructure might be funded. Identified requirements for each type of infrastructure are provided for each of the Hampshire districts, along with some key messages about the requirements identified and any delivery challenges.

In drawing up Local Plan documents, local planning authorities should identify priority areas for infrastructure provision. All local authorities are required to work together with other providers to assess the quality and capacity of infrastructure and its ability to meet forecast demands. This statement includes a summary of the proposed development strategies for each local authority in Hampshire as they stand at the time of going to publication. These may be subject to change, but provide the basis for much of the evidenced need set out in the statement.

This Statement will assist in the delivery of Local Plan documents by setting out strategic infrastructure requirements identified by Hampshire County Council and its partners, to inform the consideration of suitable funding arrangements and potentially the coordination of investments across administrative district boundaries. Its effectiveness in terms of informing and influencing local infrastructure planning will be monitored.

Figure 1: Hampshire Context



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2 Identifying Hampshire's Growth Requirement

Drivers of Growth

Planning for infrastructure delivery is a long term process which needs to take into account changing priorities, development plans and new data about population change, housing delivery and funding opportunities, and so on.

This Statement is inevitably a 'snapshot', as over time short term projects will be implemented, and new longer term aspirations will be identified. It will therefore be monitored to regularly review and refine the information provided, and also to assess how the information provided has been used. Monitoring the implementation of the infrastructure projects identified will also assist in highlighting delivery constraints or the need for additional evidence about infrastructure requirements.

The need for new infrastructure in Hampshire is a byproduct of the proposed housing growth expected to be experienced in Hampshire over the coming decades. The requirement for new housing is a nationwide issue, with shortages in stock evident in all areas. In Hampshire the requirement for new housing can be summarised as needed for two main reasons: Population growth pressures including demographic change; and the need to support Economic growth aspirations.

Hampshire's Population Growth

As the United Kingdom population continues to grow, ever increasing pressures are being experienced by the housing market. Population growth is due to a combination of rising life expectancy, a relatively high birth rate and high net immigration. These pressures

are contributing to housing shortages and burgeoning prices.

Population factors are not just related to number. Demographic changes e.g. the growing number of single people living alone, has also lead to increasing demand for housing.

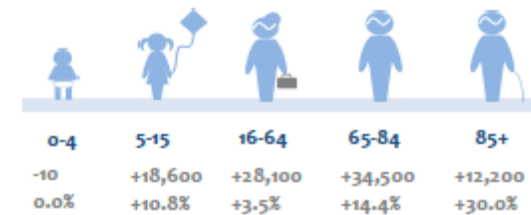
A longer life expectancy, increasing birth rates, and net migration means that there are more people wanting homes, which are occupied for longer, providing a double impact on housing stock. This is exacerbated by the increasing use of properties as investments such as buy to let. Housing prices are a result of limited supply and rising demand,

The Small Area Population Forecasts is used to predict changes in population in Hampshire. The most recent forecast, undertaken in 2015 shows a rise in total number of population for Hampshire:

The Population of Hampshire is forecast to increase from 1,345,600 to 1,439,000 by 2022.



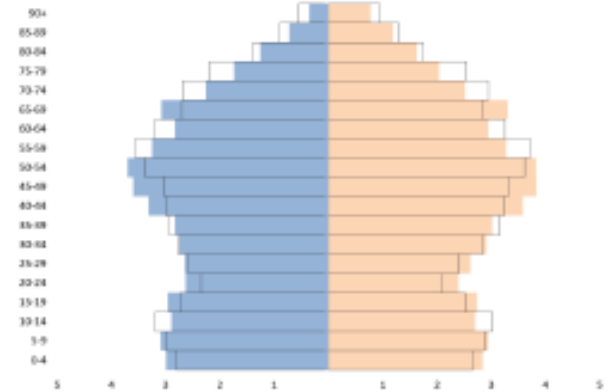
Population by Age Group



The forecast also shows the anticipated likely change in population structure by age. The changes can be graphically seen in the population pyramid for Hampshire. In simple terms, people living longer

means they reside in their house for longer than has historically been the case, reducing the turnover of properties back onto the open market.

Population Age and Sex Structure 2015 and 2022



The population of Hampshire is ageing with increases forecast mainly amongst the older age groups.

Hampshire's Economic Growth

Housing is fundamental to support people and economies in many ways. Fundamentally, decent homes in well managed, safe and cohesive communities that themselves have a recognised identity can inspire confidence in an area. The Hampshire economy is a strong performing economy, particularly in the fields of Aerospace and Defense; Financial and Business; ICT and Digital Media; and Logistics, and a strong, skilled workforce is a prerequisite of that performance.

A positive residential experience will deliver economically active residents able to engage with wider market activities and opportunities.

This in turn supports productivity as well as consumption as people have higher disposable incomes and more reasons to spend on improving and maintaining their homes.

The drive to deliver sufficient new homes to ensure that housing availability and affordability do not constrain economic growth is vital.

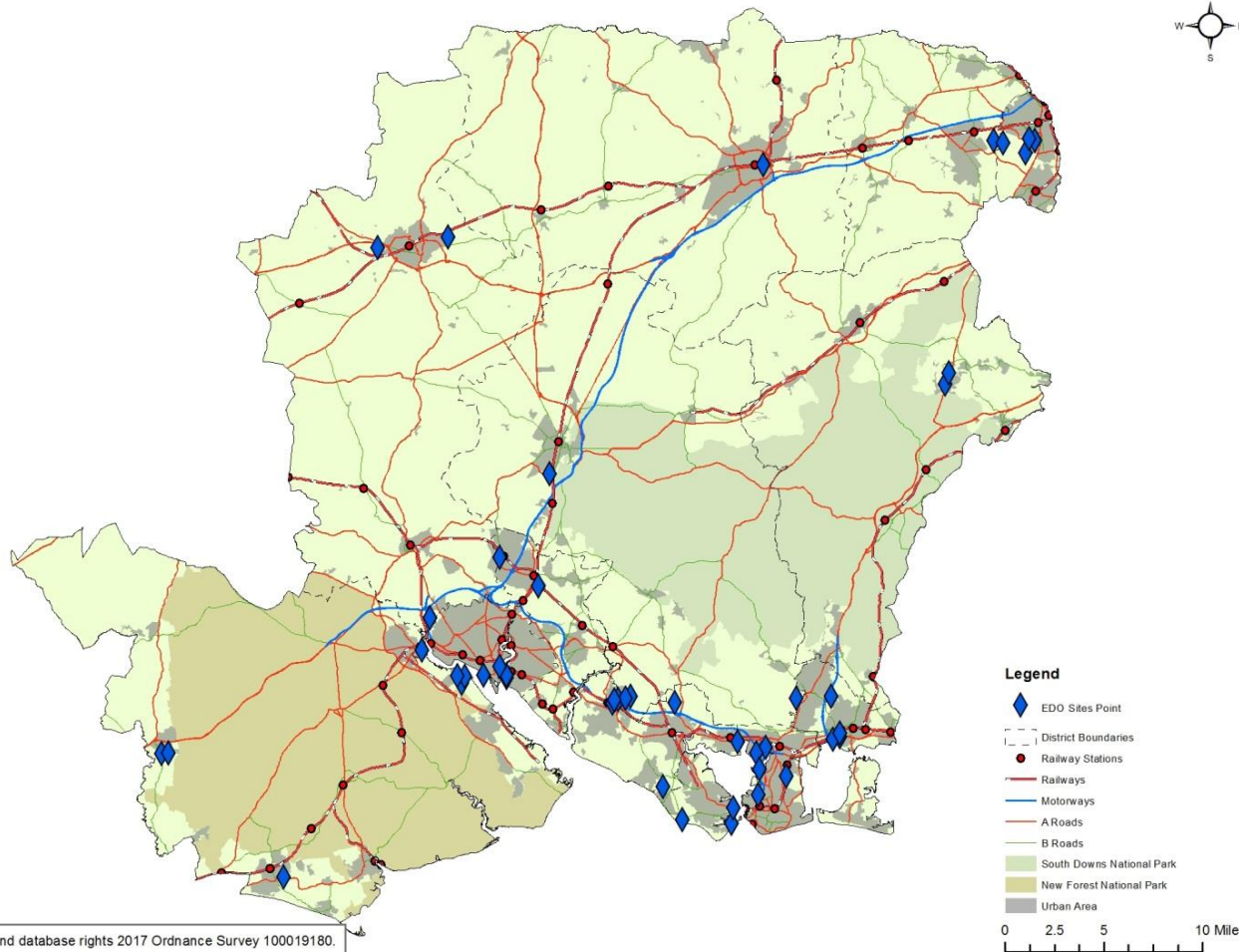
The range and mix of housing available is therefore an important factor in economic growth in order to provide accommodation that suits different elements of the labour market.

The economic strategy for Hampshire is supported by a portfolio of key development sites. These sites provide a range of appropriate employment opportunities to support the economic growth goal.

A full detailed account of these sites can be found in the **Hampshire Key Development Sites Portfolio**². Key development sites are also dependent on efficient and effective Infrastructure, particularly access and transportation link, giving further rise to the need for more infrastructure investment.

Catering for Growth through the Local Plan Process

Figure 2: Key Development sites in Hampshire



The Statement is based on an understanding of existing infrastructure provision in Hampshire, and is set in the context of the new pressures created by the levels of growth anticipated within the County. Every Local Authority in Hampshire is required to plan for this growth by preparing and publishing a Local Plan, setting out how it intends to manage the spatial growth of its area.

Local Plans set out a vision and a framework for the future development of the area, addressing needs and opportunities in relation to housing, the economy, community facilities and infrastructure. They should make clear what is intended to happen in the area over the life of the plan, where and when this will occur and how it will be delivered.

This is achieved by setting out broad locations and specific allocations of land for different purposes; through designations showing areas where particular opportunities or considerations apply (such as protected habitats); and through criteria-based policies to be taken into account when considering development.

The Local Plan should aim to meet the objectively assessed development and infrastructure needs of the area.

² <http://www.investinhampshire.co.uk/eng/key-development-sites>

Hampshire local authorities are at different stages within the Plan making process. However, as of January 2017, only two authorities remain without an adopted plan. All other authorities, including the two National Parks, have an approved adopted plan in place.

The National Planning Policy Framework requires that local planning authorities identify the objectively assessed need for housing in their areas, and that Local Plans translate those needs into land provision

targets. The objectively assessed need is derived from those combinations of factors, as set out previously. The need is assessed at Housing Market Area level, and then derived to Local Authority Level. It is this Objectively Assessed Need figure which then forms the basis for the Local Plan.

A significant volume of new housing development is proposed within Local Plans, throughout the County. Over 90,000 new homes are proposed through the combined policies of Hampshire local authority Local

Plans. The single greatest increase is in Basingstoke and Deane, supporting its focus as an economic growth location.

Figure 3: Local Plan Status

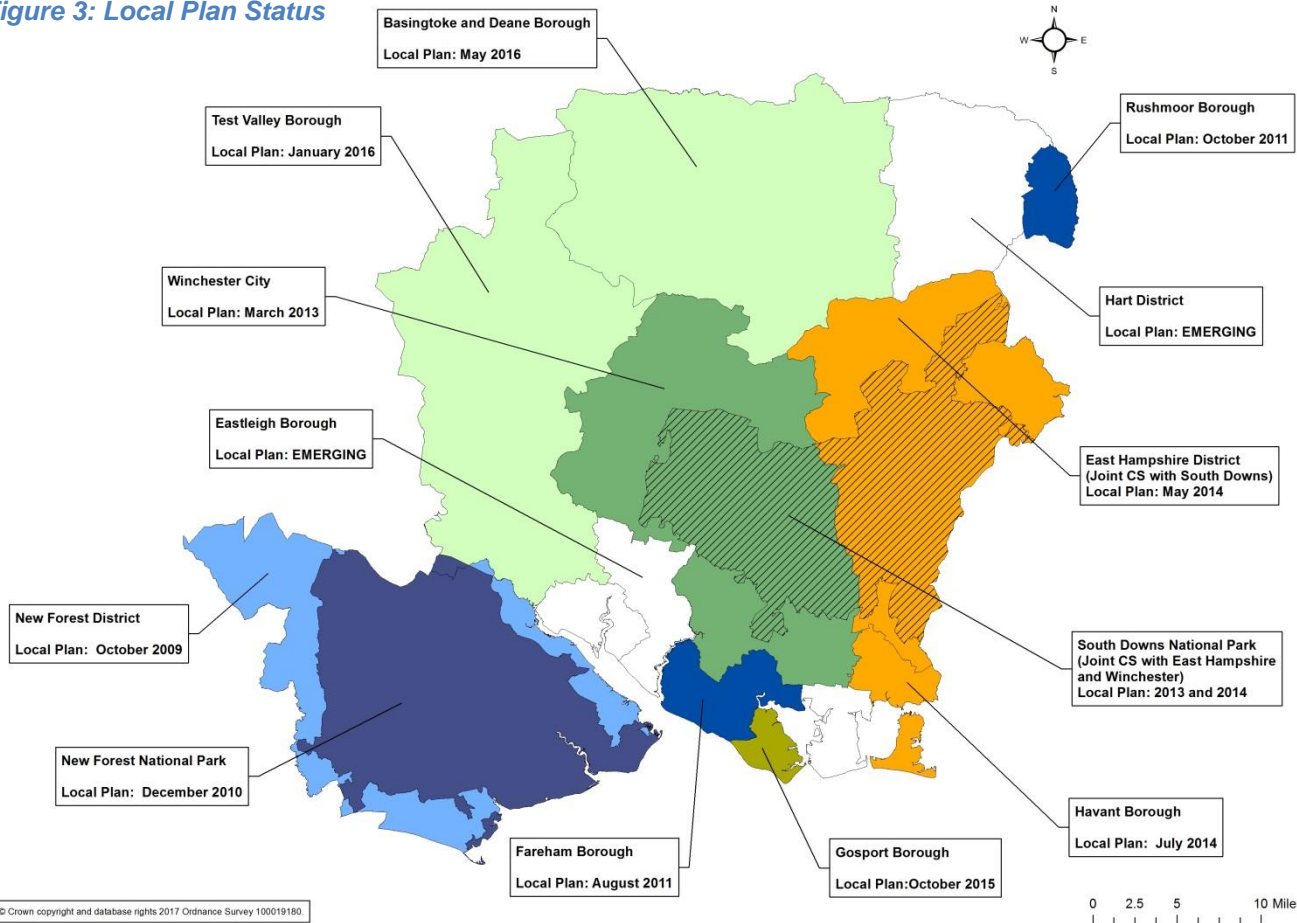
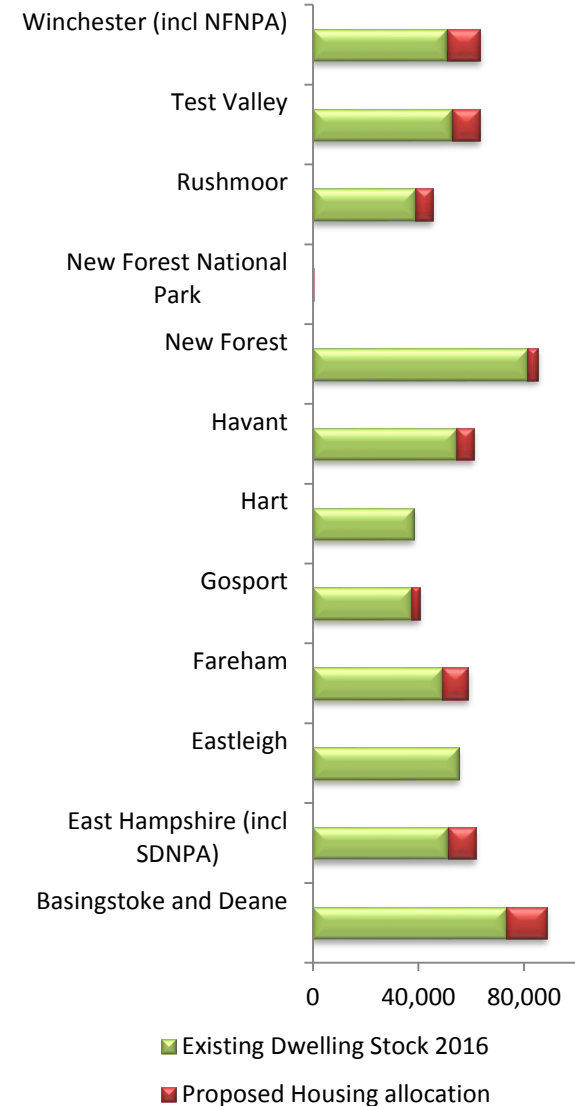


Figure 4: Local Plan Housing Allocations



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Planning for Infrastructure

The NPPF requires Local Plans to plan positively for development and supporting infrastructure and states that Local Planning Authorities should work with other authorities and providers to assess the capacity of existing infrastructure and ensure that there is a reasonable prospect that planned infrastructure is deliverable.

Hampshire County Council and its Partners are responsible for providing a wide range of infrastructure that is a vital element in ensuring sustainable development is achieved. The County Council works with its district council partners to ensure that infrastructure requirements are identified and planned for. Every effort is made to ensure that the identification of requirements is based on the latest data available. For that reason this statement is updated annually, and all the data within it is considered correct at time of publication.

The Statement set out the requirements identified to support growth, but does not attempt to set priorities in regards to funding. It is expected that Hampshire's constituent Local Authorities will work together with the County Council to agree priorities at the appropriate time and decide which funding streams are most appropriate to deliver infrastructure projects.

Scope of the Statement

The Planning Act 2008 provides a wide definition of infrastructure, including transport, flood defences, schools, hospitals, and other health and social care facilities. This definition encompasses a broad range of facilities such as play areas, parks and green spaces, cultural and sports facilities, district heating schemes and police stations and other community safety facilities.

For the purposes of this Statement the infrastructure which is assessed is limited to that which is the responsibility of Hampshire County Council and its public sector provider partners.

In addition to the infrastructure identified in this Statement, local authorities have a key role in facilitating the delivery of affordable homes. Affordable housing can be seen as a part of the 'local infrastructure' that needs to be delivered and is often one of the key factors affecting the viability of a potential development site.

Whilst provision of affordable housing is beyond the scope of this Statement, it is an important consideration as there is only a finite amount of funding that can be derived from a single development without making a scheme unviable.

The Statement relates to the area of Hampshire covered by Hampshire County Council, and does not apply to Southampton and Portsmouth City Council areas, or the parts of the New Forest National Park and South Downs National Park that lie outside of the Hampshire boundary.

	Transport	<ul style="list-style-type: none"> • Strategic and local transport schemes • Public Transport Infrastructure • Other Transport
	Education	<ul style="list-style-type: none"> • Primary Education • Secondary Education
	Social and Community	<ul style="list-style-type: none"> • Emergency Services • Health Facilities • Supported Accommodation • Early years and childcare • Libraries • Broadband
	Green Infrastructure	<ul style="list-style-type: none"> • Green Infrastructure assets • Country Parks • Accessible Countryside
	Public Services	<ul style="list-style-type: none"> • Waste Collection and Disposal • Energy Infrastructure
	Flood Defences	<ul style="list-style-type: none"> • Flood Risk Management • Flood Alleviation, mitigation and prevention schemes

Summary of Hampshire Infrastructure Needs

Local authorities will increasingly look at their overall infrastructure and housing requirements and how they can be funded using a mix of funding streams. This will include capital funding, grants and developer contributions.

The summary table sets out the headline infrastructure needs related to services provided by Hampshire County Council and partners. The figures are shown on a county-wide basis by infrastructure type. Each of these 'types' is examined in detail in Section 3 following, with a breakdown of the infrastructure requirements for each local authority area provided in Section 4.

The table indicates that **Strategic Transport Schemes** require the largest investment (£664m) over the next 15 to 20 years. More significantly, the funding gap of £632 million highlights the serious shortfall of funding in this area. There are also a large number of non-strategic **Other Transport Schemes** identified across Hampshire at a total approximate cost of over £312 million. Over £30 million has been secured for these non-strategic transport schemes, mostly from developer contributions.

There is also a significant estimated cost for **Schools** of over £504 million. The figure for this programme indicates the need for significant investment over the next 15 years, although over £200 million has already been secured.

Secured funding from various sources including Hampshire County Council capital budgets will contribute over £286 million towards the overall infrastructure requirement for the county.

		Total Estimated Cost	Identified Funding	Estimated Shortfall
	Strategic Transport Schemes	£664,240,000	£31,397,000	£632,843,000
	Other Transport Schemes	£312,885,721	£31,196,293	£281,254,428
	Schools	£504,945,000	£217,292,000	£287,653,000
	Social and Community Extra Care	n/a	n/a	n/a
	Social and Community Libraries	n/a	n/a	n/a
	Countryside Schemes	£34,630,000	£6,285,000	£28,345,000
	Waste Management	£3,000,000	£85,500	£2,914,500
	Flood Risk Management	n/a	n/a	n/a
Total Cost		£1,519,700,721	£286,255,793	£1,233,009,928

It is important to note that this Statement does not replace existing delivery plans such as the School Places Plan or the Local Transport Plan, nor should it be taken to represent the full extent of the County Council's aspirations or priorities for infrastructure funding (i.e. it excludes revenue funding). Further, the Capital Programme does not prejudice any future service reviews to be carried out by the County Council.

Whilst this Statement focuses on the infrastructure types listed above, it is also important to note that Hampshire County Council does invest in other types of infrastructure such as community centres.

A significant extra care housing programme has been identified. The County Council is seeking to promote the delivery of over 4,000 units of extra care housing across the county to meet the demand of the increasing ageing population. Whilst this is a key priority for the County Council, which has a responsibility to plan and ensure provision of such housing, delivery and funding is complex as it relies on public and private partnerships. This Statement therefore includes details of the need for extra care housing in each district to assist with planning for its provision, but does not look at costs or funding as it does for other infrastructure types.

All figures and costs within this statement should be considered as minimum figures. This is because there are a number of schemes, some significant, where costs, identified funding, and shortfalls have yet to be determined.

Funding Hampshire's Infrastructure

The information in this Statement demonstrates the key role external funding will need to play in ensuring the timely delivery of infrastructure in Hampshire. Historically, the provision of the infrastructure required to support existing communities has been largely funded by a mixture of local authorities

budgets (comprising of council tax funds, government funding allocations and capital receipts) and developer funding. The way that infrastructure is funded has changed significantly over recent years, with reductions in both central and local government budgets; available funding streams being channeled through alternative routes (such as Local Enterprise Partnerships); and changes to the way that developers fund infrastructure. The delivery of infrastructure projects is therefore more complex as a result. With regards to developer funding, **only secured** funding has been included within the identified funding figures. There will be significant opportunity to secure additional developer funding through the planning process for many of the development projects.

The Statement will provide evidence to help identify priority infrastructure projects within each Hampshire district, to inform future Capital Programmes and guide those prioritising the allocation of funding to infrastructure projects.

Whilst local authorities provide for existing communities, the infrastructure needed to facilitate and support development within Hampshire is provided by developers through the planning system. Developers either provide the necessary infrastructure on-site or make financial contributions to the local authorities so that it can be provided in the area to meet the needs of their development.

The Community Infrastructure Levy now allows for local authorities to collect sums of money from developers to pay for infrastructure to support development within the area, with planning obligations still playing a part in securing funding or delivery of infrastructure where necessary to make the development acceptable in planning terms.

Local authorities cannot require developers to fund existing deficiencies in infrastructure provision and conversely, local authorities are generally not

expected to fund the infrastructure required to facilitate development.

This Statement will provide a starting point for the County Council's engagement with each local planning authority on emerging Infrastructure Delivery Plan's, Community Infrastructure Levy Charging Schedules and the overall approach to funding local infrastructure projects.

The infrastructure requirements set out within this Statement have been identified to meet the needs of both the existing communities and that of future development within Hampshire. As such, the funding arrangements for these schemes vary. A number of the schemes already have funding secured, be it from local authority budgets, developer contributions already secured, or grant funding that has been received. Where a scheme is part funded or there is no funding currently secured, a funding gap is identified - that is the gap between the funding that is secured and the total cost of the scheme.

For infrastructure that is required solely to support the development of an area it is envisaged that developer contributions, whether through planning agreements or the Community Infrastructure Levy, be used to bridge the funding gap. In other cases infrastructure may be required in part to meet the needs of the existing community as well as future development in which case a number of funding sources will be explored. The nature of local government budget allocations and government grants mean that it is not always possible to predict what funding might be available in the future.

District and Borough councils are responsible for administering the Community Infrastructure Levy and will determine how funds raised will be spent. It is therefore not possible to identify exactly which schemes this funding is likely to be allocated to as it will be subject to the district or borough's decision making processes, based on local priorities.

3 INFRASTRUCTURE NEEDS AND REQUIREMENTS



Transport Infrastructure

Hampshire County Council's role

As Highway Authority, Hampshire County Council is responsible for ensuring that transport and travel in Hampshire is safe, efficient and reliable. In recent years, a growing proportion of funding is allocated by the Government and Local Enterprise Partnerships³ (LEPs) through a competitive bidding process. The County Council has been successful in bidding for funding to deliver improvements to the transport systems which will benefit people living and working in Hampshire. These improvements are delivered following consultation with the public and the County Council's strategic partners.

Background: Planning for transport infrastructure

The County Council's Local Transport Plan (LTP) (2011-2031)⁴ sets out a long-term vision for how the transport network of Hampshire will be developed, with a clear focus on improving road, bus and rail networks in order to support economic growth. The

³ Local Enterprise Partnerships (LEPs) are regional or sub-regional organisations that have been set up as partnerships between the private and public sectors to provide strategic leadership in their areas to set out the local economic priorities. Within Hampshire there are two LEPs, the Solent LEP and the Enterprise M3 LEP.

⁴ Approved at a full meeting of the County Council on 24 February 2011. See <http://www3.hants.gov.uk/local-transport-plan.htm>

LTP also includes a three-year Implementation Plan setting out planned expenditure on transport infrastructure.

Alongside LTP capital funding from government, which is in the form of direct grants, the County Council and its partners have been successful in recent years in bidding for funding from the Local Growth Fund (via the LEP's), Growing Places Fund, Local Pinch Point Funds, Local Sustainable Transport Fund (LSTF), Better Buses Area Fund and Linking Communities Fund, and most recently from the Access Fund for Sustainable Travel in collaboration with Southampton City Council; all of which are being used to deliver transport improvements. However, whilst funding is a major consideration for delivery it is one part of a complex process. Close co-operation and partnership with district councils, transport operators, developers and the local community remain a vital component in delivering transport improvements.

The Solent and Enterprise M3 LEPs have each produced Strategic Economic Plans for their areas. These plans set out how each LEP will create the conditions needed to support economic growth and prosperity. Both LEPs acknowledge the vital importance of investing in transport infrastructure to tackle congestion bottlenecks and set out how improved connectivity and more reliable journey times can support economic growth.

To support the delivery of the LTP, the County Council has developed Transport Statements for each district or borough that provide a statement of strategy together with packages of transport measures to improve accessibility and modal choice in line with the LTP objectives and local priority. The Transport Statements encompass the Town Access Plans (TAPs) that have been prepared for some larger urban centres, in addition to drawing on other relevant documents, such as local strategies and

travel plans. The Statements are monitored and reviewed and updated on a regular basis.

The need for additional infrastructure

The Transport Statements identify projects required to deliver transport improvements and support economic growth. They consider how new development proposed by local planning authorities in the area will impact on the local and strategic road network and relevant mitigation measures associated with these plans. The Transport Statements consider public transport infrastructure of major local and regional significance, and key highway improvement schemes required to support growth, particularly on key transport corridors in each authority area. The identified transport schemes also include improvements to encourage higher rates of walking and cycling, such as the completion of cycle routes and improvements to the public realm. The transport schemes satisfy a number of objectives for each area, seeking to either address existing challenges such as congestion or air quality; or to facilitate and enable new development to come forward.

Identified requirements

The delivery of schemes identified by the Transport Statements will depend on available funding opportunities. In addition, delivery may be subject to future prioritisation and the development of robust business cases and appraisal to justify value for money and compliance with local priorities. Liaison with key partners will be an important part of the County Council's decision-making process.

In addition, within the area of Hampshire covered by the Enterprise M3 LEP, a 'development pool' of Major Transport Schemes⁵ has been identified. A

⁵ Available online at: www3.hants.gov.uk/transport-schemes-index/transport-statements

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number of these schemes are being further developed and have been identified for delivery.

This statement uses the Transport Statements in summary form to give an indication of funding. Table 4 indicates the total estimated cost requirements of these improvements for each district/borough, and is a combination of 'Strategic Transport Schemes' and other 'Transport Improvements identified in Transport Statements' identified in table 3 and the district pages found later in the Statement.

Funding sources

The Community Infrastructure Levy Regulations came into force on 6 April 2015 making it the primary mechanism for raising funds for infrastructure and is administered by the local planning authorities. Historically developer contributions for highways and transport improvements have been secured by section 106 agreements using Hampshire County Council's Transport Contributions Policy⁶. The CIL Regulations now restrict the use of section 106 for infrastructure funds and consequently the Transport Contributions Policy is no longer applicable. Section 106 can still be used in some cases to secure contributions towards highways and transport improvements, but is subject to restrictions stipulated in the CIL Regulation 123⁷.

⁶ Hampshire County Council Transport Contributions Policy: A New Approach to Calculating Transport Contributions in Hampshire September 2007

⁷ CIL Regulation 123 states that a planning obligation cannot be entered into for any infrastructure type or project intended to be funded by CIL as identified by the Charging Authority on a published list (known as the Regulation 123 List) or where five or more planning obligations have already been entered into for the infrastructure type or project since 6 April 2010.

District/ borough where transport infrastructure to be provided	Total transport infrastructure costs (actual and indicative)	Total funding identified	Estimated funding shortfall
Basingstoke & Deane	£84,331,000	£12,815,000	£71,516,000
East Hampshire	£76,900,000	£980,000	£75,920,000
Eastleigh*	£299,572,000	£0	£299,572,000
Fareham	£133,411,000	£7,586,300	£125,824,700
Gosport	£69,442,000	£1,470,000	£67,972,000
Hart**	£36,018,000	£1,693,000	£34,325,000
Havant	£28,393,000	£979,000	£27,414,000
New Forest	£46,565,721	£1,299,993	£45,265,728
New Forest National Park	£2,853,500	£0	£2,853,500
Rushmoor	£56,225,000	£17,025,000	£39,200,000
South Downs National Park	£10,825,000	£60,000	£10,765,000
Test Valley	£48,915,000	£16,602,000	£32,313,000
Winchester	£83,674,500	£2,083,000	£81,591,500
TOTAL (transport infrastructure):	£977,125,721	£62,593,293	£914,532,428
* Eastleigh Transport Statement only includes costs – no identified funding			
**Figures for Hart do not include cross-boundary strategic schemes for M3 (included under Rushmoor calculations to avoid double counting)			

Funding for Major Transport Schemes⁸, together with a proportion of LTP and LSTF funding, which was previously received directly from Government, is now awarded by the Government to the LEPs. This funding stream is known as the Single Local Growth Fund. LEPs are responsible for prioritising and allocating this funding to schemes in its area that are considered to offer value for money and support economic growth. Both LEPs have Growth Deals that have secured transport funding. To secure a share of this funding for transport improvements the County Council needs to clearly demonstrate through the submission of a business case to the LEPs how the proposed schemes would support the objectives of its Strategic Economic Plan, support job creation, economic growth and unlock sites proposed for planned development. Finally, Highways England now has the ability to invest away from its network, which it is doing on Hampshire County Council's network.

A further change relates to the use of Transport Statements. Historically, the transport statements have been used as a basis for justifying LTP funding allocations as well as any external bidding opportunities. The statements also provided a mechanism for securing appropriate funding for the delivery of infrastructure from these different sources. Since the introduction of CIL, the statements have also been used to help inform discussions with the district and borough councils over charging schedules; therefore ensuring continuity between funding sources and the schemes developed.

⁸ Major Transport Schemes are those schemes that are estimated to cost in excess of £2 million

Schools

Hampshire County Council's role

The Government's Education White Paper published in March 2016 entitled 'Educational Excellence Everywhere' states that local authorities will continue to have a main duty to ensure every child has a school place through managing the sufficiency of mainstream, special and alternative provision and working with schools on local school transport policies.

Hampshire County Council plans the provision of school places and to secure an appropriate balance locally between supply and demand. Hampshire County Council plans, organises and commissions places for all maintained schools in a way that raises standards, manages rising and declining pupil numbers and creates a diverse community of schools. The roles of all schools are kept under review as part of the County Council's role in ensuring that there are sufficient school places in appropriate locations.

Background: Planning school places

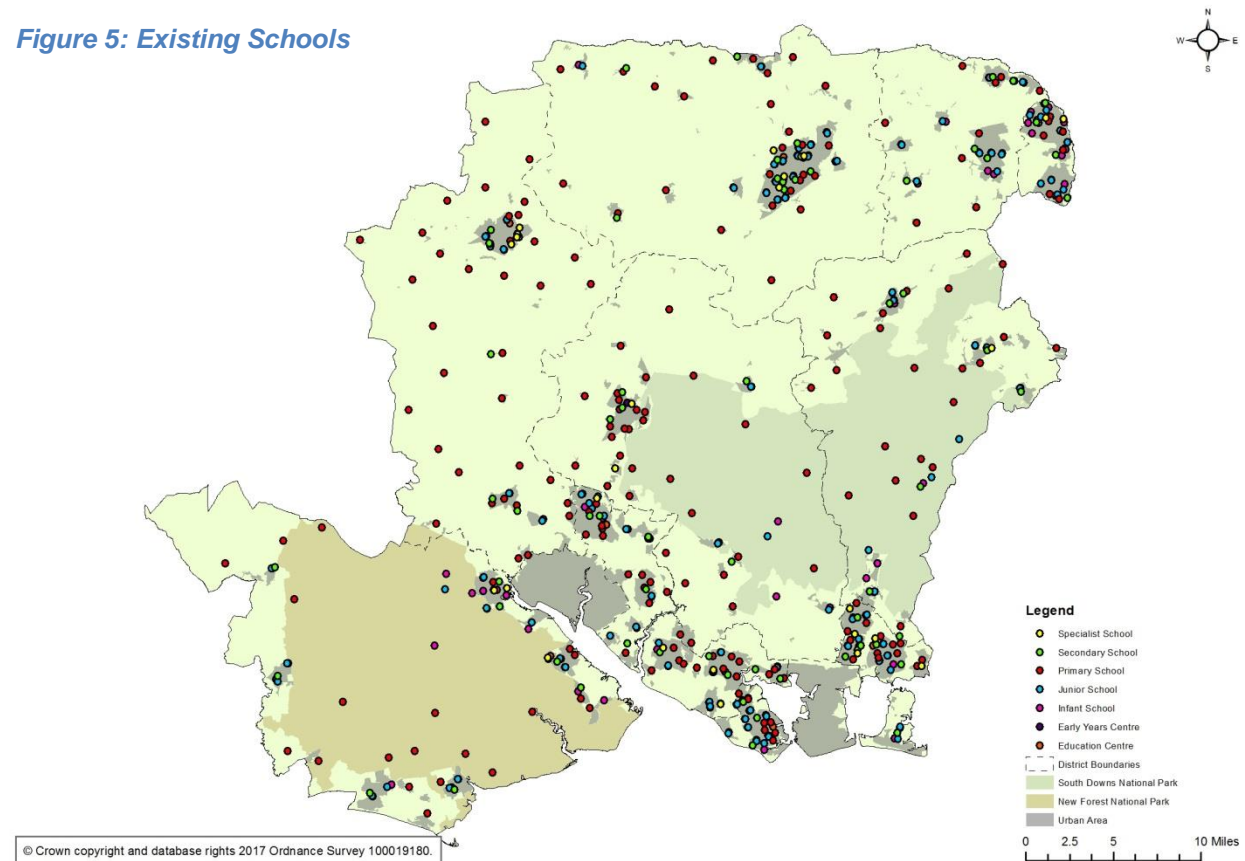
Predicting school place demand is a complex task. Where children go to school involves a range of different factors such as housing growth, inward and outward migration and parental preference. The practice of school organisation needs to respond to factors including: local needs; raising standards and promoting diversity; responding to government policy; responding to external and internal findings on the quality of schools and the need to ensure that scarce resources are used efficiently.

A number of schools have been expanded in recent years in response to rising demand for places. The established practice is to support sustainable expansion. Decisions on expansion take account of factors including the availability of resources for new buildings, the infrastructure of the school (halls, specialist facilities and services such as gas and electricity supply capacity), and the size of the site and transport implications. The quality of education and its sustainability are key considerations. Other important strategic factors are the availability of places locally, set in the context of the likely pattern of future demand, modified where appropriate

through plans for known housing developments and migration.

Not all unfilled places in a school are surplus places; some margin of capacity is necessary to allow parents to exercise a preference, given that there will be volatility in preferences from one year to the next, and to allow for differences in the size of individual cohorts. The County Council's position is that a school should be considered as full when it has less than 5% of its places unfilled. Further information is contained in *Hampshire's School Places Plan*⁹.

Figure 5: Existing Schools



The need for additional infrastructure

The need for school places changes in response to population movements and birth rate variations. Increases in demand can lead to the creation of a new school or the expansion of existing schools by adding permanent or temporary accommodation.

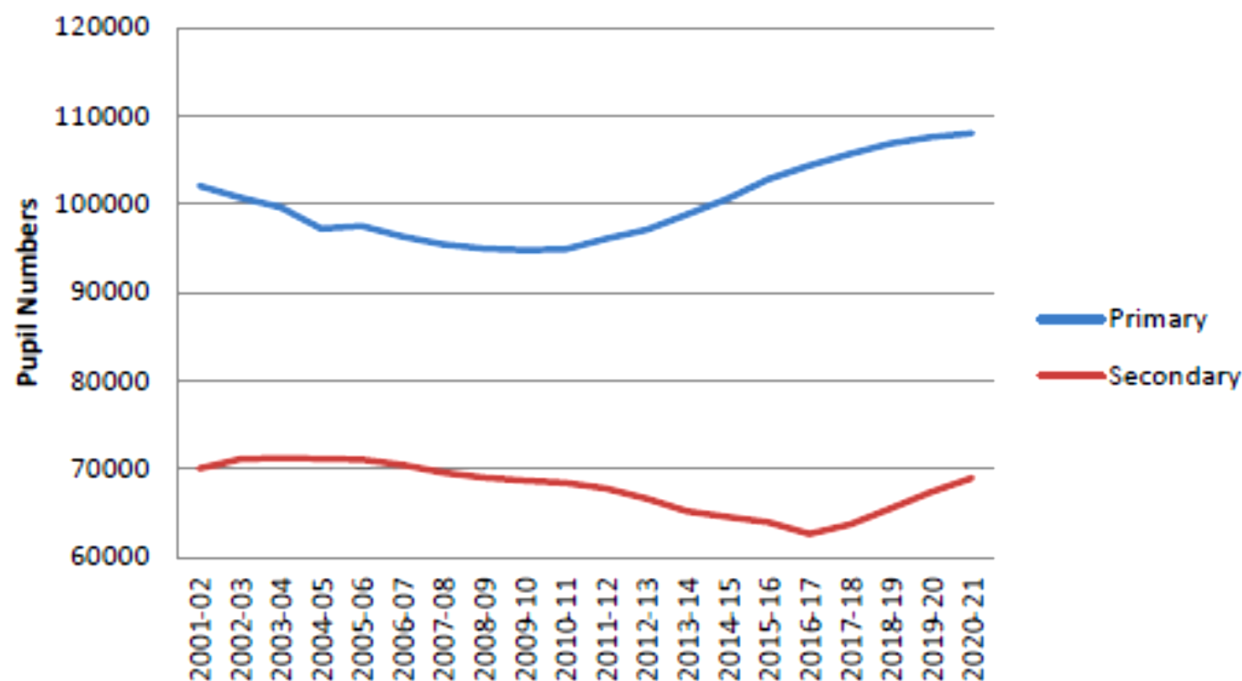
Surplus places can also mean the reduction of school provision in an area through reduced admission arrangements or the rationalisation of school provision. Any reviews of school provision undertaken by the County Council (e.g. the opening, closing, federating, amalgamating, expanding or contracting of schools) will, in large part, be prompted by forecast pupil numbers. This annual school forecasting means new information regularly needs to be taken into account, and may trigger a reassessment of need in a locality.

Pressure to provide additional school places and/ or expand school infrastructure to accommodate forecasted growth in pupil numbers comes from:

- Recent new housing development in an area and associated in-migration (e.g. cumulative impact of new developments);
- Natural population growth and demographic change (e.g. increased birth rates);
- Major new housing growth linked to large-scale planned developments such as an urban extension (and the associated in-migration); and
- School closures nearby.

Where new development takes place, it is the County Council's policy that new primary schools be provided within major new housing areas, where justified by the number of children likely to be living there when the development is complete.

Longer Term Pupil Number Trends in Hampshire



Where the additional demand is not enough for a new school, in the interests of integrating new development into existing communities and to promote sustainability principles relating to reducing reliance on the motor car, it is expected that a new development will be served by its nearest schools. Therefore the provision of new schools is often brought forward through master-planning of major developments.

Identified requirements

As part of its school planning process the County Council has identified a number of investments required in Hampshire. Details of the identified school schemes required for each district is shown in

Figures 6 and 7, and then explicitly in Section 4 'Identified Infrastructure Listed by Local Authority'

For some of the schemes listed, detailed feasibility studies are not yet available and so estimates of costs have been based on schemes of similar size. Figure 6 shows the distribution of potential Secondary School Projects throughout the county. These were identified in the Hampshire's Secondary School Strategy 2015 to 2025 Cabinet Report in October 2015.

Funding sources

Funding for the expansion of schools, as a result of natural population growth, is mainly dependent upon central Government grant. These are allocated on an

annual basis with an indicative allocation given for the two following years. This creates a challenge for longer term strategic planning as it is not possible to be certain of funding levels beyond the year of the grant allocation.

The Community Infrastructure Levy (CIL) Regulations came into force in April 2015 and is now the primary mechanism for infrastructure funding. Historically, developer contributions towards school improvements have been secured by section 106 agreements in accordance with the County Council's *Developers Contributions towards Children's Services Facilities*¹⁰ policy. The CIL Regulations now restrict the use of section 106 for infrastructure funds and consequently the policy is no longer applicable. Section 106 can still be used in some cases to secure contributions towards highways and transport improvements, but is subject to restrictions stipulated in the CIL Regulation 123. The County Council has therefore maintained its *Developers Contributions Towards Children's Services Facilities* policy as a guidance document for developers to enable them to be aware of the level of likely contributions that will be sought from them where section 106 agreements continue to be used as the primary vehicle in securing infrastructure contributions.

¹⁰ Developer Contributions towards Children's Services Facilities, November 2016 can be viewed online at <https://www.hants.gov.uk/educationandlearning/schoolplac esplan>

Figure 6: Primary School Strategy

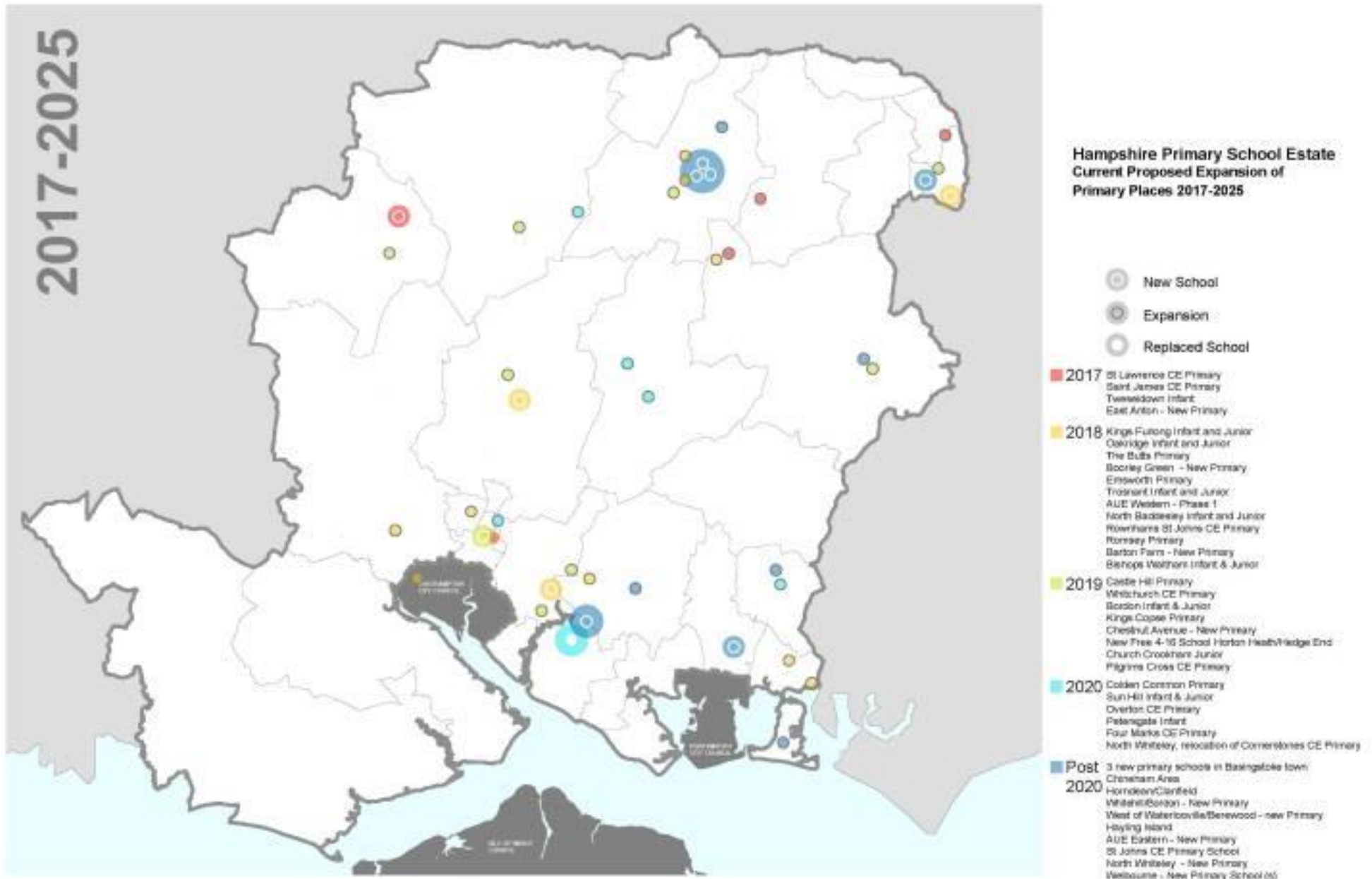
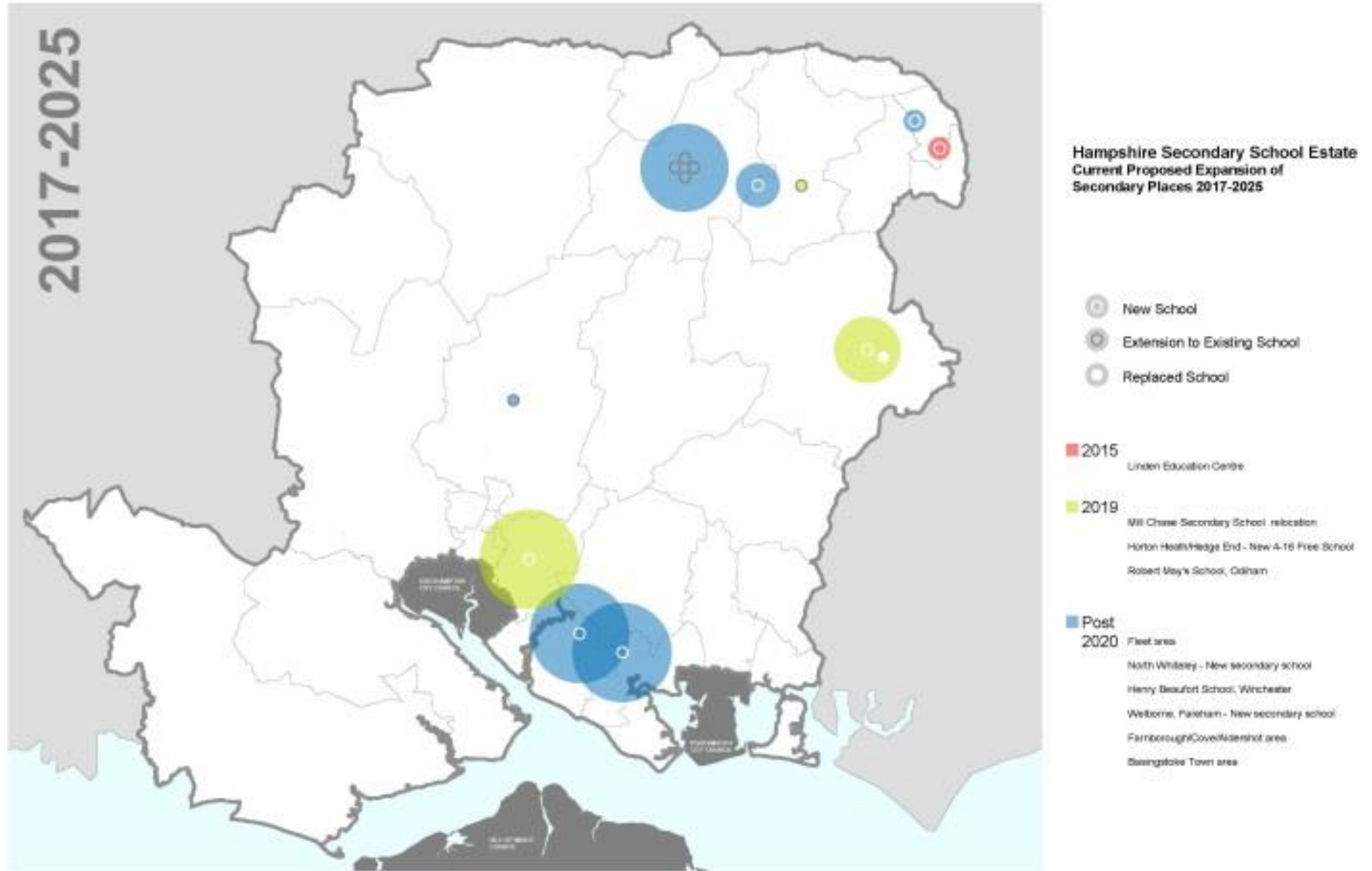


Figure 7: Secondary School Strategy



Countryside Schemes

Hampshire County Council's role

Hampshire County Council's Countryside Service is responsible for protecting and conserving the heritage of landscapes, wildlife and historic places, and maintaining countryside sites and country parks that are host to a wide range of activities including education.

The service is also responsible for ensuring that public rights of way are safe and easy to use. As a statutory requirement under the Countryside & Rights of Way Act 2000, Hampshire County Council has prepared a Rights of Way Improvement Plan (the *Hampshire Countryside Access Plan*) which describes actions that can be taken to improve local rights of way and other access to the countryside for all users.

Background: managing Hampshire's countryside assets

In Hampshire there are seven major country parks, and around 80 nature reserves and historic sites which together provide a wide and diverse range of places to visit (Figure 8). Hampshire County Council protects and maintains over 4,500 km of footpaths, bridleways and byways which enable people to walk and explore the county on foot, cycle and horseback. In addition to the countryside sites managed by the County Council, there are many more sites and other accessible countryside sites owned and managed by other public bodies and private landowners. The

Hampshire Countryside Access Plan (HCAP)¹¹ provides a framework for the management and improvement of public rights of way and other forms of access to the countryside.

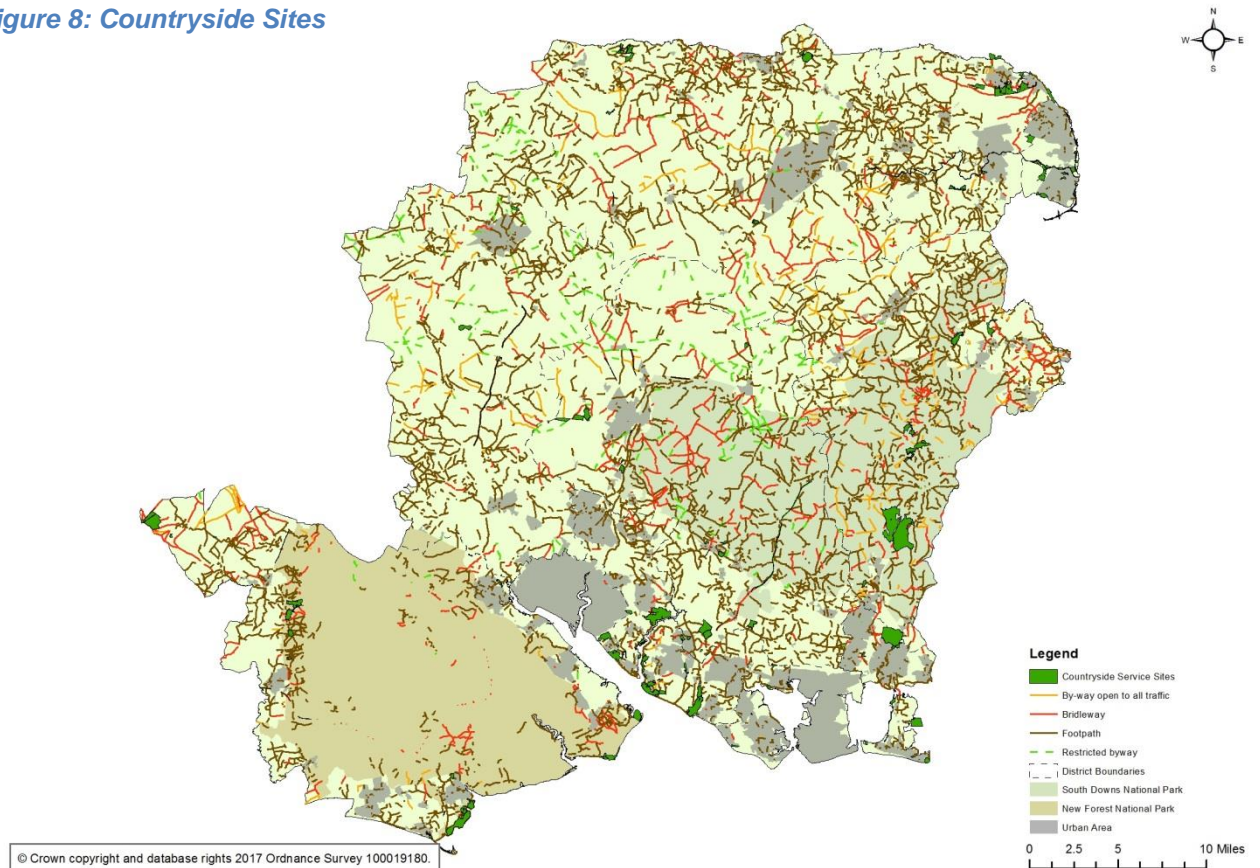
The need for additional infrastructure

A number of key improvements have been identified in Hampshire as necessary to support development. Often these are to expand the capacity and attractiveness of existing assets, to relieve pressure on more sensitive environmental assets such as Special Protection Areas designated under national and European legislation. There are also

opportunities to improve access and natural green spaces for pedestrians and cyclists from urban and peri-urban areas. These sustainable transport corridors and green infrastructure are essential to increasing the mobility of communities, reducing car use and improving health and wellbeing.

The County Council's Countryside Service includes an Access Team, the role of which includes making practical access improvements and reviewing and implementing the Countryside Access Plan. In addition the team is responsible for responding to strategic plans and planning applications, assessing the potential impacts of planned new development on

Figure 8: Countryside Sites



the existing and future rights of way network. The team should also be involved in the masterplanning of major development to ensure opportunities to provide linkages through to existing rights of way networks are maximised.

The HCAP for 2015-2025 sets out priorities and guides the work of the Access Team. It refers to the seven area-based plans that formed much of the HCAP for 2008-2013 and which have been retained as reference guides for the current plan. Each local plan identifies the main issues in a particular part of Hampshire and suggests actions that could be taken to improve access to the countryside in that area. Some of the key issues were identified almost universally across the areas, such as the condition of the rights of way network where heavy use has caused surfaces of some routes to break down. By investing in infrastructure, existing access can be improved and new routes to fill missing links in the network can be secured; this will contribute towards the aim of providing a high quality network across the county. The local CAPs include proposed actions to improve the network of countryside routes and sites.

The following table summarises the infrastructure requirements identified in each local area plan. These mostly relate to existing deficiencies and illustrate the need for future investment.

Figure 9: Countryside site requirements

Local Countryside Access Plan	District(s) covered by CAP area	Examples of identified infrastructure issues/ requirements
Forest of Bere	Eastleigh, Fareham, Winchester	<p>There are difficulties in getting to the Forest of Bere to enjoy the countryside.</p> <p>There are insufficient off-road routes that link centres of population to each other and to countryside sites</p> <p>Countryside users are forced to use or cross busy roads to link up off-road access</p> <p>There are limited resources for off road cycling</p> <p>There is an undersupply of access resource for horse riding and carriage driving</p> <p>Multi use routes in the Forest of Bere are in a worse condition than the rest of the county</p>
Forest of Eversley	Basingstoke and Deane, Hart and Rushmoor	<p>There is a demand for more off-road and utility routes for cyclists</p> <p>There is a need for greater connectivity of horse riding routes</p>
Hampshire Downs	Includes most of Basingstoke and Deane Borough and small parts of Test Valley Borough, Hart District, East Hampshire District and Winchester City District	<p>Local people are relatively dependent on the car for transport between the main conurbations, rural settlements and the countryside</p> <p>There is a need for more links in the network, to create a range of off-road, circular routes for all users</p> <p>Countryside users are forced to cross busy roads to link up to off road access</p> <p>There is a strong demand for improved physical accessibility and usability of existing countryside access</p>
New Forest	Includes the whole of the New Forest District, together with a small part of Test Valley Borough	<p>Shortage of accessible open space for recreation and routine exercise that is within or close to the major settlements</p> <p>There are insufficient attractive and suitable car free routes that link centres of population to each other and to the countryside</p> <p>Countryside users are forced to use of cross busy roads to link up off-road access</p>
Solent	Includes the boroughs of Fareham and Gosport, the southern part of the borough of Eastleigh and all of Hayling Island (Havant Borough).	<p>The rights of way network is particularly fragmented in this part of Hampshire</p> <p>Countryside users are forced to use or cross busy roads to link up off-road access</p> <p>Many Solent area residents travel some distance to find accessible countryside, there is a high reliance on cars and the availability of car parking to access the countryside both within and beyond the Solent area.</p> <p>The Solent area offers good potential for cycling, but improvements are needed to both the network and the associated infrastructure</p> <p>There is strong demand for access to the coastal areas and river estuaries in this area, both by land and by water</p> <p>Lack of local greenspace and rights of way puts pressure on existing publicly accessible sites which may also be of high conservation</p>
South Downs (Hampshire)	East Hampshire District and Winchester City.	<p>There is a high reliance on cars and availability of car parking to get into the South Downs area</p> <p>There is a limited supply of easily accessible, inviting routes in the area</p> <p>There is a need for more circular routes for all users</p> <p>Countryside users are forced to cross busy roads to link up to off-road access</p>
Test and Itchen	Includes most of Test Valley Borough, about a quarter of Winchester City and a small part each of the boroughs of Basingstoke and Deane and Eastleigh.	<p>Local people tend to rely on the car for transport between the main conurbations, rural settlements and the countryside</p> <p>Countryside users are forced to cross busy roads to link up with rights of way and other off-road access</p> <p>Local people would like to see improved connections within the countryside access network, to enable them to plan a range of circular routes</p> <p>There is a demand for more access to, along and on the waterways of the area</p>

Identified requirements

A number of schemes to improve countryside assets have been identified by Hampshire County Council acting as the lead organisation working in partnership with other bodies. Many of these are green infrastructure schemes which also function as sustainable transport schemes and have been included in the *District/ Borough Transport Statements* (see 2.2 'Transport Infrastructure').

Details of specific countryside access projects can be found either in the district schedules (see Section 3 'Identified Infrastructure Listed by Local Authority') or in 3.15 'Cross-boundary Infrastructure Projects'. Cross boundary schemes are those that serve a wider cross-boundary population catchment.

The schemes listed for each district include some which might contribute new routes that have strategic importance within the County. By identifying strategically important routes, resources for improvements can be focused where they will provide maximum benefit to residents, visitors and the economy. This long-term initiative should address many of the countryside access/ infrastructure issues identified in the HCAP (see table 5).

Some of the existing and planned long-distance routes (such as the South Downs Way National Trail and Shipwrights Way) have a strategic importance within the network. The identification of all the key routes will highlight opportunities to provide missing links in the network and it will also help to identify potential locations for planned green space. Shipwrights Way is listed as another of the cross-boundary projects in this Statement.¹²

¹² For information see www3.hants.gov.uk/countryside/countryside-development/shipwrightsaway.htm

A range of cross-boundary countryside projects have also been identified, including the *Marine and Coastal Access Initiative*, the realisation of which will be achieved through the provision of a new coast path and associated access land when the *Marine and Coastal Access Act 2009* is implemented in Hampshire. Natural England has committed to provide a complete England Coast Path by 2020. Priority projects at Royal Victoria County Park in Netley and Havant Thicket reservoir are also identified, as is work to improve access and biodiversity along Basingstoke Canal in the north of the county. In South Hampshire, the Partnership for Urban South Hampshire has developed a *Green Infrastructure Implementation Framework*. This identifies a number of key investments to deliver the partnership's *Green Infrastructure Strategy*.¹³

Funding sources

Due to the range of partners involved in projects to improve access to the countryside, funding and resources can be found from a variety of sources. Hampshire County Council is committed, in partnership with others, to delivering the HCAP. Since the HCAPs local plans are based on an understanding of local needs, they help the County Council and other access providers deploy finite resources more effectively to provide the services that local people want. The plans provide a strong basis for any funding applications, for example through Transport or Lottery funding, especially where there are demonstrable links to other plans and strategies.

Developer funding for improvements to the countryside access network is likely to come from the Community Infrastructure Levy, subject to the allocation of funds by the district or borough council. Site specific improvements may also be required to

¹³ For details see www.push.gov.uk/green-infrastructure.htm

be secured by section 106, subject to the CIL restrictions. Funding for countryside access may also be available through mitigation schemes such as the New Forest Mitigation Scheme and the Solent Recreation Mitigation Partnership.

The HCAP highlights opportunities for partnership work and shared funding, for example the Small Grants Scheme (SGS), under which the County Council provides match-funded grants to parish councils and landowners for improvements to the local network. The Plan also provides a framework, based on extensive local research and consultation, which can be used to support applications to other funding sources, such as Environmental Stewardship Scheme and the Heritage Lottery Fund.

Waste Infrastructure

Hampshire County Council's role

As the designated Waste Disposal Authority (WDA), Hampshire County Council has the following statutory obligations:

- Managing the reuse, recycling and treatment of Hampshire's household waste economically, efficiently and in an environmentally sensitive way.
- Providing Household Waste Recycling Centres (HWRCs) where householders can dispose of their bulky waste, and overseeing their management by appointed contractors.
- Managing the responsibilities and liabilities resulting from the historic disposal of domestic waste by landfilling, including pollution legacy and restoration of former landfill site.

The County Council is also Waste Planning Authority and as such is responsible for determining all applications for waste infrastructure.

Background: Providing a waste disposal service

Hampshire County Council is a part of Project Integra, a joint waste partnership with the 11 District and Borough Waste Collection Authorities (WCAs); the 2 unitary authorities (as combined WDAs & WCAs); and Veolia UK, the main waste disposal contractor. This partnership works to provide an integrated Waste and Resource Management approach to the collection, treatment and disposal of Local Authority Collected Waste in Hampshire. In 1995, Veolia won a 25-year contract with the

disposal authorities in Hampshire for the management of all municipal waste; in 2015 this contract was extended until 2030.

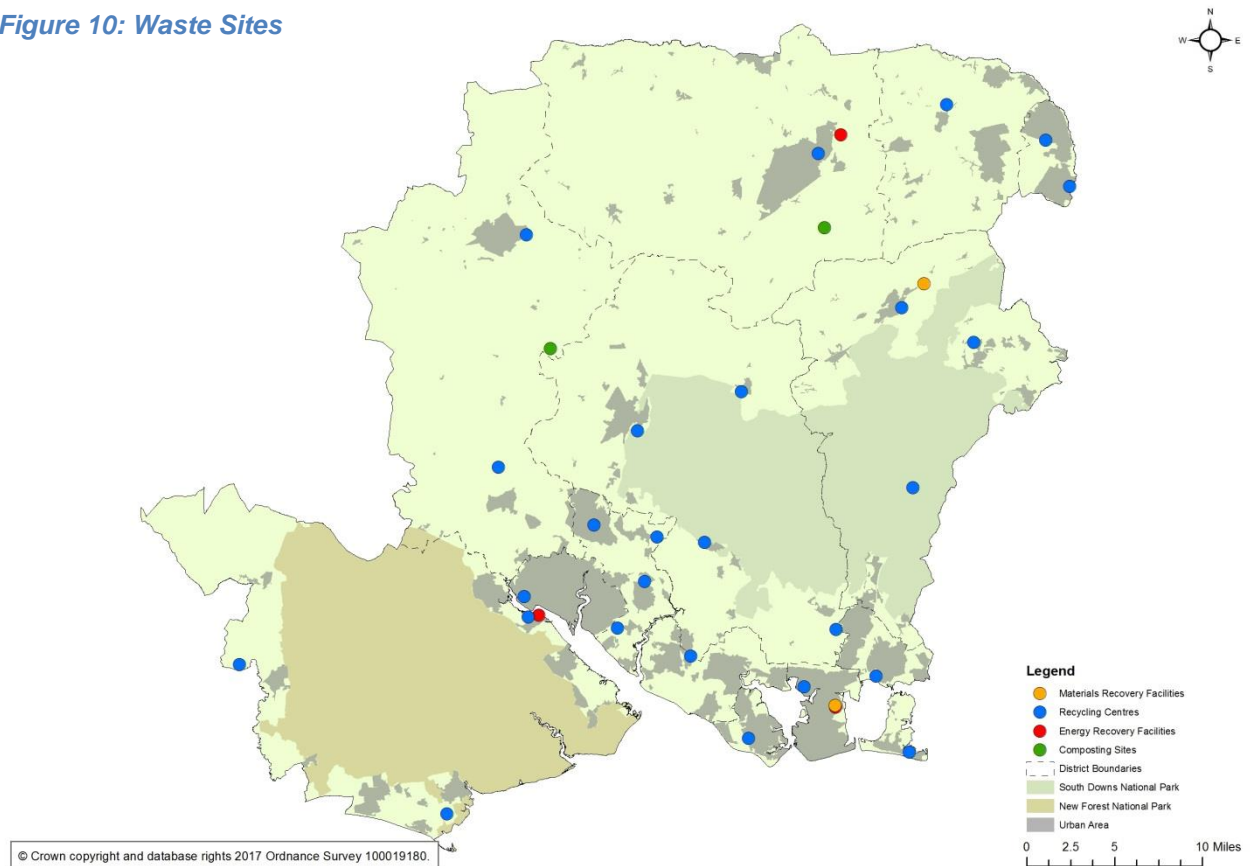
This integrated approach has resulted in the delivery of the following infrastructure:

- 3 Energy Recovery Facilities (ERF);
- 2 Material Recovery Facilities (MRF);
- 2 Composting Facilities;
- 12 Transfer stations; and
- The historic liability for 14 closed landfill sites.

This infrastructure has been developed as a network to manage domestic waste flows on a County-wide basis (including both Southampton and Portsmouth City Council areas), as opposed to an individual District/Borough basis operating independently of each other.

Hampshire County Council currently provides 24 contractor operated HWRCs across the County for householders to recycle or dispose of their bulky household and garden waste and one HWRC is also provided in both Southampton and Portsmouth.

Figure 10: Waste Sites



The network receives approximately 4 million visits per annum and provides an essential service for Hampshire residents.

Hampshire County Council, Southampton City Council and Portsmouth City Council are also Waste Planning Authorities responsible for determining planning applications for waste development, monitoring these permissions to ensure compliance, and preparing plans for the development of waste management infrastructure in Hampshire. The planning authorities, in joint partnership with the New Forest and South Downs National Park Authorities, have recently adopted the *Hampshire Minerals and Waste Plan (2013)*¹⁴.

There is currently no coherent Waste Strategy for the UK or England and an uncertainty around the future applicability of EU waste related legislation (i.e. the forthcoming Circular Economy Package) in light of Brexit. However, the recently published Industrial Strategy Green Paper notes the need to reduce raw material demand and waste in our resource systems and to promote well-functioning markets for secondary materials whilst deferring the long term vision for delivering a resource efficient and resilient economy to DEFRA's (as yet to be published) 25 year Environment plan.

The need to adopt a more efficient model for resource consumption and re-utilisation is without doubt and this will in turn lead to the need for new approach to waste and resource management in the future.

¹⁴ *Hampshire Minerals and Waste Plan (2013)* can be viewed online at <http://documents.hants.gov.uk/mineralsandwaste/HampshireMineralsWastePlan.pdf>.

The need for additional infrastructure

The disposal infrastructure based on the existing housing levels is sufficient in terms of capacity, particularly in light of the work underway to reduce the total volume of waste and maximise recycling. However, as a result of increased economic development and the forecasted significant housing growth across the County and region, facilities in Hampshire will be under increasing pressure in terms of their capacity. Each property that is developed creates about 1 tonne of waste each year, approximately $\frac{2}{3}$ rds of which is kerbside residual waste. In addition, Hampshire is currently seeing a growth in the amount of waste each household is generating and this is projected to continue for the foreseeable future.

Whilst a programme of waste prevention is in place to try to mitigate the increase in waste that comes as a result of development and overall waste growth, it does not remove the issue entirely and there is constant pressure on the capacity available for processing household waste at the existing infrastructure. Increases in housing, no matter how limited, all contribute to increasing this pressure and lead to the need to consider additional capacity which comes at a considerable cost.

Currently when development is proposed, assessment is done on a case-by-case basis, based on current and projected increases in population within a 10 mile or 20 minute drive catchment radius of the HWRC nearest to the proposed housing development. For some sites, options are available to accommodate increased demand, including site upgrades or expansion, depending on the existing operational and space constraints at the HWRC. However, it may be necessary to redevelop the HWRC on-site or at an alternative location, particularly where this better serves planned development areas.

As a result of the ongoing financial pressures faced by Local Authorities, from 2017 onwards there is a fundamental review of the HWRC service provision in terms of the number, location and scale of sites. This will be to ensure that an affordable and fit for purpose service is achieved that represents value for money. There is a direct impact on the service from additional housing and this also needs to be accounted for.

Hampshire County Council is committed to have in place the most appropriate waste infrastructure at all levels of the waste hierarchy. This will allow for the most efficient treatment of Hampshire's waste and resources with continual improvement in recycling and recovery performance. Consideration must be given to alternative disposal methods, as by the end of the current Disposal contract in 2030, the current infrastructure will be nearing the end of its operational life and both waste composition and available technologies may have changed, alongside legislative changes and demands on Local Authorities.

Identified requirements

As previously discussed, in regards to current housing levels and domestic waste generation, the existing disposal infrastructure should be sufficient to meet needs up until 2030. However, as a result of economic development and housing growth, facilities in Hampshire are under increasing pressure in terms of their capacity. Although there is currently no identified need to plan for major large-scale built facilities in any specific locations¹⁵, work is ongoing to consider and review the longer term and how waste management in Hampshire will need to invest

¹⁵ *Hampshire's Joint Municipal Waste Management Strategy* updated by its annually published five year Action Plans. See www3.hants.gov.uk/projectintegra/pi-documents/pi-documents-documents.htm

in infrastructure in response to increased economic development, housing growth and changes to legislation, as well as new technologies.

If required, it is estimated that a similar amount to that invested to date could be required to deliver the necessary infrastructure to manage the volumes of waste produced in Hampshire. The planning policy framework for considering such provision is the *Hampshire Minerals & Waste Plan (2013)*.

The HWRCs are a crucial part of the infrastructure network and the outcomes from the service review will set out the need for rationalisation, redevelopment and relocation and any future funding shortfalls. There are existing plans for future service provision as part of major housing development areas. It is expected that further funding will be required, but this is subject to the outcome of the service review currently underway.

Funding sources

In response to the forecast pressures on waste disposal infrastructure, updates and additions to existing infrastructure will be required. Going forward, the County Council would be looking to draw down developer contributions for these updates and additions, in line with existing contributions to other key infrastructure such as transport and education.

Investment necessary to improve the HWRC service can range from site redevelopment to site relocation and is funded from the County Council's *Economy, Transport and Environment Capital Programme*. A limited amount of capital funding has been secured for currently identified projects. Once the outputs of the service review are known a full programme of infrastructure needs will be developed and the funding need established.

Historically, where new development necessitates the relocation and redevelopment of an HWRC to

cater for increased demand, provision of both land and financial contributions have been secured by section 106. Developer funding for HWRCs is now likely to come primarily from the Community Infrastructure Levy, subject to the allocation of funds by the district or borough council. In the case of major developments land and funding for new infrastructure may still need to be secured by section 106, subject to the CIL restrictions.

Energy Infrastructure

Hampshire County Council's role

Although the County Council has no statutory role with regards to the provision of energy infrastructure, the County Council as a strategic authority seeks to ensure that:

- Demand for energy infrastructure is minimised through energy reduction measures such as retrofitting and well considered design;
- Energy from waste is generated and used efficiently;
- Local development plans have policies in place to promote local energy generation;
- New urban areas are designed to take into consideration their energy requirements and localised generation where possible.

Background: Hampshire's Energy Strategy

Security of supply of energy, affordability and low carbon emissions are recognised within the *Hampshire Energy Strategy*¹⁶, as vital to the sustainable development of Hampshire's communities.

Scottish and Southern Energy Power Distribution and Southern Gas Networks are respectively responsible for electricity and gas infrastructure in southern

¹⁶ *Hampshire Energy Strategy November 2012* - <http://documents.hants.gov.uk/climate-change/HCCEnergyStrategyFinalWITHFORMATTINGv1.pdf>

England. Generally, gas grid coverage of Hampshire correlates with urban density. Rural properties tend to be off the gas grid and, where they are not solely electrically heated, usually rely on primary fuels such as liquid petroleum gas (LPG) or heating oil.

These energy sources are based on fossil fuels that result in high carbon emissions and are susceptible to price volatility. Following closure of oil and gas fired power stations, national spare capacity margins between peak demand and supply, have fallen to its lowest levels causing the Government to put in place costly emergency measures over the winter months.

In its role as a community leader, the County Council is developing mechanisms such as strategic partnerships and collaborative working to enable the delivery of local energy infrastructure to boost local resilience against supply shortages, increasing cost and volatility of energy prices, and global and local implications of carbon emissions. For example, the Council provides low carbon energy for 53,000 homes from electricity from waste generated at the three energy recovery facilities located in Marchwood, Chineham and Portsmouth.

The need for additional Infrastructure

The need for additional infrastructure is driven by the need to increase energy resilience in Hampshire, and to support national policy in moving towards a low carbon future.

The Council works closely with the Hampshire districts and boroughs, and the cities of Portsmouth and Southampton, to:

- Identify opportunities and synergies in energy and core areas of service provision such as waste and planning to improve Hampshire's resilience; and
- Incorporate the guiding principles on energy efficiency, renewable and low carbon energy

as set out in the National Planning Policy Framework (NPPF) in the development of local plans and programmes, and in decision-making.

Emergent low carbon energy infrastructure is triggered by:

- The need to retrofit existing building stock to improve efficient use of energy in order to improve affordability, reduce fuel poverty and carbon emissions;
- Identification of opportunities or synergies to use locally available resources to generate low carbon energy ; and
- Energy requirements of new strategic development areas.

Identified requirements

Following the 2015 Housing Standards Review, new developments must now be built to energy efficiency standards set out in Part L of the Buildings Regulations Schedule 1 and a number of specific Buildings Regulations. The Code for Sustainable Homes is now voluntary but can still be used where required by existing funding, contractual or planning permission conditions.

Energy Performance Certificates (EPCs) that indicate how energy efficient house are, are required whenever a building is newly constructed, sold or let to a new tenant. The certificate shows an asset energy rating. Buildings with a higher energy rating are likely to have lower energy bills.

Display Energy Certificates (DECs) are required to be shown in a prominent place in large buildings occupied by the public sector and visited frequently by members of the public. The certificate shows the actual energy consumption of a building and is accompanied by reports which provide

recommendations on potential energy saving measures.

Local authorities are required under the Home Energy Conservation Act 1995¹⁷, to publish a report on their plans to achieve improved energy efficiency by 31 March 2017 (thereafter by 31 March 2019 up to 31 March 2027). Local authorities will need to identify practicable and cost-effective measures that will result in significant energy reduction in all residential accommodation in their area.

Developers are being encouraged to reduce demand for energy, increase energy efficiency, and increase the use of low carbon and renewable energy sources in line with the energy hierarchy.

Funding sources

Energy infrastructure can be funded through equity based provision which allows a share of ownership and long term revenues in exchange for investments which can be sourced from both the private and the public sector.

Government support of renewable energy has moved away from providing grants towards loans, the use of fiscal measures, energy company and developer contributions.

The Green Investment Bank (GIB)¹⁸ focuses on reducing energy consumption or emissions through retrofitting buildings, on site generation, energy efficient industrial processes and infrastructure. The GIB invests in a range of projects including offshore wind, energy efficiency, waste & bioenergy and on shore renewables including wind. It also provides long term construction finance to enable the growth of distributed energy generation particularly from

¹⁷ [Guidance to English Energy Conservation Authorities: the Home Energy Conservation Act 1995 Jan 2017](#)

¹⁸ [Green Investment Bank 2017](#)

mature on shore technologies such as wind and hydro-electric.

Solar photovoltaic, wind, hydro and anaerobic digestion micro-CHP installations are eligible for Feed-In-Tariffs (FIT) which is based on the amount of renewable electricity generated¹⁹. All eligible technology systems can be installed up to a total capacity of 5mW with the exception of micro CHP which must be under 2kW or less. Renewable energy facilities installed after July 2009 are guaranteed payments for up to 20 years under the FIT.

Contracts for Difference (CfD), which replaced Renewables Obligations in April 2017²⁰, provides generators of low carbon electricity from installations bigger increased price certainty through long term contracts. The technologies included are offshore wind, wave, tidal stream, advanced conversion technologies, anaerobic digestion, dedicated biomass with combined heat and power and geothermal. The main criteria are that projects must have a signed grid connection offer, planning consents and a supply chain plan if 300mW or over.

The Renewable Heat Incentive (RHI) supports the generation of heat from renewable sources by bridging the gap between the cost of eligible renewable and conventional sources of heating²¹. Domestic RHI provides support for biomass boilers and stoves, air source and ground source heat pumps and solar thermal systems to individual households over seven years. Non Domestic RHI makes payments over a period of 20 years to support businesses, charities and the public sector who install biomass boilers; air source and ground source heat pumps; solar thermal systems; deep-geothermal; biogas-combustion systems; combined

¹⁹ [Energy Saving Trust 2017](#)

²⁰ [Contracts for Difference March 2017](#)

²¹ [A renewable heat Incentive: a reformed scheme Dec 2016](#)

heat and power (CHP) systems using a range of renewable fuels and sources, and; the production of biomethane for injection into the gas-grid.

The Energy Company Obligation (ECO₂) obligates larger suppliers to deliver energy efficiency measures to domestic premises in Britain. Local authorities work in collaboration with larger suppliers to identify existing building stock that need improvement in energy efficiency. A new supplier obligation²² due to begin in April 2017 will run for five years at an estimated level of £640m per year. Proposed changes to the scheme focus on fuel poverty and the inclusion of low energy performance rated social housing in the Affordable Warmth funding stream. Local authorities will also be able to identify eligible homes under the new 'flexible eligibility' mechanism which suppliers will be able to use to satisfy up to 10% of their Affordable Warmth obligation under ECO.

Local planning authorities can use funding raised through the Community Infrastructure Levy (CIL) to fund energy infrastructure such as district energy networks that is necessary to support the development of its area.

In addition, the Department for Business, Energy and Industrial Strategy's Heat Networks Delivery Support provides support and guidance to local authorities developing heat networks. The Heat Network Investment Project (HNIP) is a capital fund which aims to increase the number of heat networks across England and Wales. The Heat Network Delivery Unit (HNDU) provides support and 67% grant funding required for a number of heat network development stages including heat mapping, energy master planning, feasibility study, detailed project development and commercialisation.

²² [Energy Company Obligation: Help to Heat April 2017 to September 2018, January 2017](#)

Salix provides interest free loans to public sector bodies to finance up to 100% of the costs of energy saving projects²³. The main criteria is that the project must pay for itself from energy savings within a maximum five year period and the cost of CO₂ must be less than £120 per tonne over the lifetime of the project.

²³ [England Energy Efficiency Loans Application Notes, Salix, January 2017](#)

Flood Risk Management Infrastructure

Hampshire County Council's role

The County Council as Lead Local Flood Authority has powers associated with the management of future flood risk relating to surface water, groundwater and ordinary watercourses²⁴. It plays a key role in identifying the need for flood risk management infrastructure to alleviate known flood risk problems, and assisting in the delivery of the required infrastructure²⁵.

Background: Flood risk management infrastructure

Flooding is a serious issue for individuals, households and the economy. The risk of flooding is forecast to increase as a consequence of climate change and sea level rise. Strategies and assessments such as Hampshire's Local Flood Risk Management Strategy (LFRMS) identify areas at flood risk and where flood alleviation measures may be required. Flood risk management infrastructure encompasses a range of assets, from a major pumping station, sea wall or beach defences to *Sustainable Drainage Systems* (SuDS) or individual

²⁴ The *Flood & Water Management Act 2010* (FWMA) creates a new role for county and upper tier authorities as Lead Local Flood Authorities.

²⁵ Further information about Hampshire County Council's responsibilities for managing flooding is online at www3.hants.gov.uk/flooding/hampshireflooding.htm

property protection. The Environment Agency, local authorities and water companies are key flood and coastal erosion risk management infrastructure delivery bodies. As a Highway Authority the County Council is also responsible for providing and managing highway drainage. Regular maintenance of existing infrastructure is also important as it can improve its effectiveness, although along with the provision of new infrastructure is dependent on the funding available.

The need for additional infrastructure

Local planning authorities are required to allocate land for development to meet identified housing and other development needs. This can exacerbate the tension that exists between the need for new development and the need to protect residents from future flood risk. Ensuring that the adequate flood risk management infrastructure is put in place alongside new development is one way of beginning to address that tension. The ability to fund flood risk management infrastructure is a key planning consideration therefore when undertaking flood risk assessments in support of local plans and in the preparation of infrastructure delivery plans.

The need for flood risk management infrastructure to mitigate flooding from surface water, groundwater and ordinary water courses such as streams and ditches is assessed through the preparation of Hampshire's *Local Flood Risk Management Strategy* (LFRMS). The LFRMS seeks to identify the current flood risk and what future flood risk may be, taking into account the implications of climate change. The location of major future development is taken into account in this assessment.

A review of Hampshire's LFRMS is due to be completed by 2017. This will move the management of flood risk from a ward/district based approach to catchment areas of natural drainage basins. The revised LFRMS will include action plans for each

catchment agreed by the risk management authorities and local communities. This will inform the future prioritisation of schemes. Local Planning Authorities also undertake *Strategic Flood Risk Assessments* (SFRAs), to assess flood risk posed by planned new development in more detail, and use this evidence in support of local plans.

In summary, investment in flood risk management infrastructure is likely to be required to address current flood risk in Hampshire. It will also be required to support new development, and developers will be expected to deliver solutions where required such that this development does not exacerbate risk elsewhere. This includes, where appropriate the provision of SuDs.

Identified requirements

Coastal flood risk is particularly significant across southern Hampshire. The North Solent Shoreline Management Plan provides a high level policy framework to address both flooding from the sea and coastal erosion. The district maritime authorities and the Environment Agency have a role in coordinating coastal flood and erosion risk management infrastructure schemes respectively. Priority flood and coastal erosion risk management schemes for the Eastern Solent Coastal Partnership area (covering Havant, Fareham and Gosport Boroughs) have been identified²⁶.

For the County Council's schemes to address flooding from surface water, groundwater and ordinary watercourses it is not possible to be precise about detailed scheme costs at this stage. However, a programme of flood risk management investigations is underway that will improve our understanding of scheme costs and benefits over

²⁶ For more information about the partnership please visit: www.havant.gov.uk/coastal

time. Flood risk infrastructure is highlighted as a requirement to be considered, however, as it is not specifically related to the provision of new development details are not shown in the district schedules. In future, information on potential infrastructure requirements will be available in Hampshire's LFRMS²⁷.

Funding sources

Flood and coastal risk management is primarily funded through *Flood and Coastal Erosion Risk Management Grant in Aid* (FCERM GiA) from central government via Defra to the Environment Agency. In addition to this the Regional Flood and Coastal Committees (RFCCs) raise funds locally by way of a local levy on the County Councils and Unitary Authorities within the RFCC'S area. Public/private contributions are also sought for most flood alleviation schemes.

The Environment Agency administers a six year (2015/16 to 2020/2021) FCERM capital investment programme on behalf of government. The programme is built up of projects developed and promoted by the Environment Agency and local authorities with the involvement of the RFCC are who consent to the programmes for their areas. Through representation on the three RFCC's in Hampshire, Southern Thames and Wessex, the County Council has an important role in determining where money is allocated locally.

The full list of current Hampshire County Council Flood Defence projects (sorted by district/borough) is depicted in Figure 9. Projects are listed as being in either the national six year FCERM GiA programme (2015/16 to 2020/21) or in a pipeline programme - 2021 and beyond. The list also incorporates the

²⁷ For further information see www3.hants.gov.uk/flooding/floodriskstrategy.htm

Regional Flood and Coastal Committees six year local levy programmes²⁸. The GiA/Levy funding is 'indicative' with its release being dependent upon assessments/studies and the development of business cases that demonstrate a cost beneficial solution. Accordingly some projects may slip or even drop out of the GiA/levy programmes

These projects do not relate to new development. The total project costs are estimates only and will change over time. The costs do not necessarily reflect the GiA or levy indicated in the six year programme as projects will not necessarily be fully funded by these sources. Any shortfall in funding must be made up through external contributions, which are now essential for the majority of schemes to progress. Potential sources include: planning obligations (where directly related to development proposals); County and district capital programmes; Community Infrastructure Levy; and private sector beneficiaries. The EA has a target to deliver 15% contributions across programmes.

The County Council has undertaken an initial prioritisation of its Flood Defence Capital Programme, however, its priorities will change over time in the light of future flood events, the developing programme of catchment plans or where projects fall out of the programme where further investigations/assessment demonstrate that there is not a cost/beneficial solution.

²⁸ RFCCs are established by the Environment Agency under the Flood and Water Management Act 2010 that brings together members appointed by Lead Local Flood Authorities (LLFAs) and independent members with relevant experience. Their responsibilities include consenting to capital investment programmes in their area and raising a local levy – a charge on LLFAs, the County Council has member representation on the RFCCs in Hampshire.

Figure 11: Hampshire County Council Flood Defence Projects

Scheme name	District	Cost
In 6 year (2015/16 - 2020/21) FCERM Grant in Aid and/or Regional Flood & Coastal Committee Local Levy Programmes		
Buckskin, Basingstoke Flood Alleviation Scheme (FAS)	Basingstoke and Deane Borough Council	£6,000,000
Candover Brook (Preston + Brown) FAS	Basingstoke and Deane Borough Council	£345,000
Upper Test FAS (Deane, Cole Henley)	Basingstoke and Deane Borough Council	£220,000
River Lavant (Finchdean + Rowlands Castle) FAS	East Hampshire District Council	£170,000
Monks Brook, Chandlers Ford FAS	Eastleigh Borough Council	£645,000
Rectory Road, Farnborough FAS	Rushmoor Borough Council	£233,000
Sycamore Road, Farnborough FAS	Rushmoor Borough Council	£327,000
Appleshaw FAS	Test Valley Borough Council	£200,000
Romsey Flood Mitigation	Test Valley Borough Council	£2,700,000,000
Winchester FAS (additional funding outside of six year period.)	Winchester City Council	
FCERM 7 year + "pipeline" (2021/22 onwards)		
Mapledurwell FAS	Basingstoke and Deane Borough Council	£150,000
Local Groundwater Management Programme (including Kings Worthy, Headbourne Worthy, Littleton, Micheldever/Northbrook, Sutton Scotney, Bishops Sutton, Bramdean, Cheriton, Kings Somborne, Owslebury, Chilbolton, The Pentons and Monxton, Stockbridge, West Tytherley and Longparish)	East Hampshire District Council/Test Valley Borough Council/ Winchester City Council	£755,000
Local Groundwater Flood Alleviation A32 Corridor	East Hampshire District Council	£435,000
School Lane, Chandlers Ford	Eastleigh Borough Council	£245,000
Chandlers Lane, Yateley	Hart District Council	£74,000
Butts Ash Lane, Hythe	New Forest District Council	£235,000
Calmore Road, Totton	New Forest District Council	£240,000
Copythorne Flood Alleviation Works	New Forest District Council	£920,000
Fordingbridge	New Forest District Council	£685,000
New Forest small scale flood alleviation works (incl. Woodlands and Tiptoe)	New Forest District Council	£55,000
North Gorley	New Forest District Council	£85,000
Ringwood	New Forest District Council	£754,000
Spencer Road, New Milton	New Forest District Council	£170,000
The Bourne Rivulet (incl. St Mary Bourne, Stoke, Hurstbourne Tarrant, Vernham Dean) – groundwater	Test Valley Borough Council	£120,000
Bishops Waltham, Beeches Hill	Winchester City Council	£185,000
Hursley Village	Winchester City Council	£375,000
Pitt Village, Winchester	Winchester City Council	£200,000
Twyford Village / Morestead Road	Winchester City Council	£230,000
Watery Lane, Upper Clatford	Test Valley Borough Council	£35,000
Church Lane East, Aldershot	Rushmoor Borough Council	£80,000
Fleet Road (B3014), Cove	Rushmoor Borough Council	£145,000

Social and Community Infrastructure: Libraries

Hampshire County Council's role

The County Council has a statutory duty to provide a public library service that is "comprehensive and efficient"²⁹.

Hampshire's Library Service provides access to books, information and learning for people and communities to develop their skills, knowledge and confidence and to encourage lifelong reading enjoyment.

Background: Hampshire Library Service

Public Library Service – delivered through a network of 53 static libraries(including three Discovery Centres and five volunteer led Community Libraries) plus the online library which includes book and magazine lending, other lending e.g. CDs, DVDs, music and drama sets, audio books etc., and reference materials. Static libraries also deliver child/adult learning, leisure activities, events, special collections (Naval in Gosport; Military in Aldershot; Aviation in Farnborough; Railway in Winchester and Jane Austen in Alton) and local studies. All static libraries have free public IT, including internet ready computers and free public Wi-Fi;

²⁹ Library Service Strategy to2020 Available online at: <http://www3.hants.gov.uk/library/library-about/library-strategy>

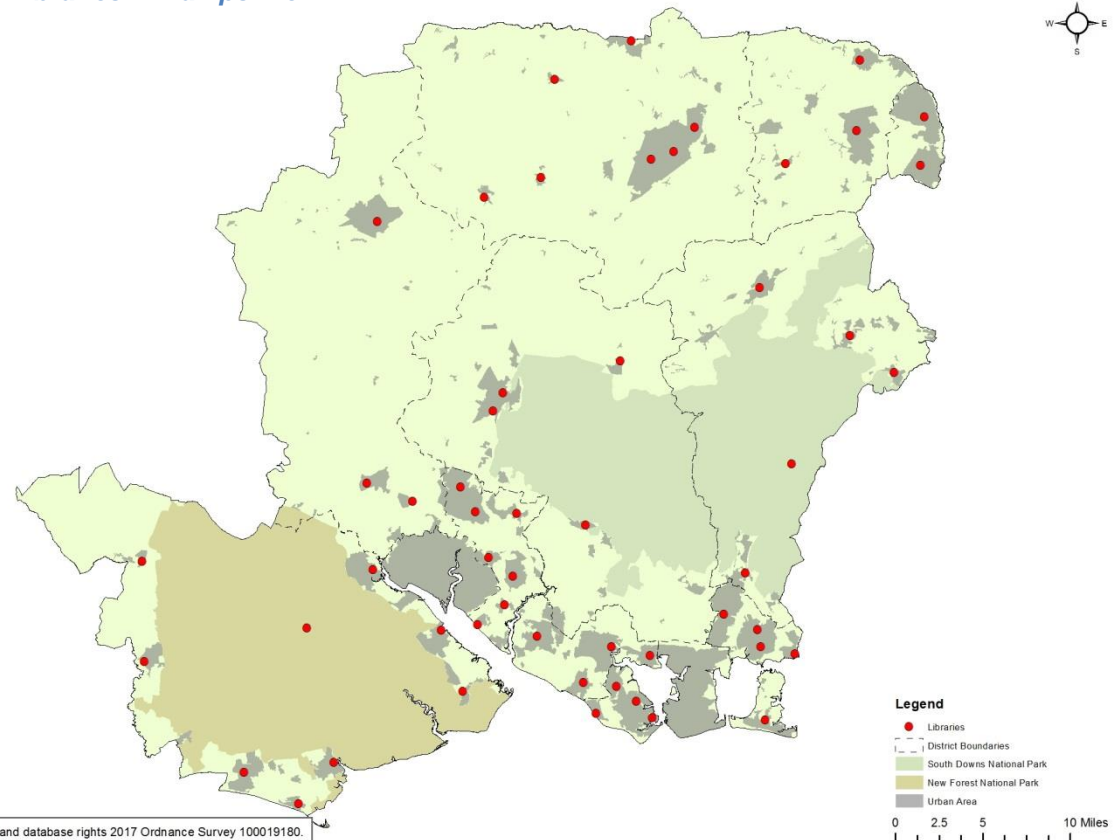
Schools Library Service – a subscription based service to Hampshire and other out-of-county schools to support child learning and education;

Home Library Service – a free service for vulnerable or isolated customers who are unable to visit a library in person.

Online Library Service – customers can download a wide range of free resources including eBooks, eMagazines, eAudio books onto their eReader, desktop, laptop or mobile device.

Prison Library Service – A contract to provide a library at Winchester Prison; and

Figure 12: Libraries in Hampshire



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Learning in Libraries – Annual grant funding (£160,000) to support adult learning.

In 2014/15 around a fifth of Hampshire's population used library services. There were 6.1 million visits and 6.9 million books and other items borrowed. Visitors also spent over 360,000 hours using the free internet-ready computers. Self Service technology has been installed in half of our libraries to allow users to issues and return books themselves.

The need for additional infrastructure

The demand for library services is changing. Nationally there is declining demand in book issues

and library visits. This trend is visible across the Hampshire Library Service albeit to a lesser degree than in many other areas. A detailed Library Needs Assessment was developed to inform the content of the Library Strategy to 2020 taking the following criteria into account to assess future library need for different communities:

- Library Usage (number of users) and operating costs
- Demographic information about Hampshire Communities including future growth
- Location of static libraries
- Patterns of library use by customers
- Size of library catchment including travel distances
- Levels of deprivation in library catchment areas
- Educational attainment by children
- Car Ownership
- Needs of people who have protected characteristics under the Equalities Act.

As the Hampshire population grows, changes are required to library provision to ensure community access to services. For major growth, such a new community, there may need to be a new library established, often co-located with other community or leisure services. The Hampshire Library Needs Assessment (contained within the Library Service Strategy) helps to plan for projected increases in population to 2020. Additionally Hampshire Library Service performance can be compared to other similar sized Library Authorities using information published by the Chartered Institute of Public Finance and Accountancy (CIPFA) to identify improvements to services.

Identified Requirements

Hampshire Library Service has a small capital budget of around £100,000 each year to fund improvement

to libraries. From 2016, the Library Service will use £500,000 pa of the £2 million Book Fund each year for four years to 2020 to invest in library buildings and in new technology. (Expenditure was £83,000 for 2014/15, £83,000 for 2015/16 and a budget of £250,000 for 2016/17).

Alternative funding available to the Library Service tend to be opportunistic from the National Lottery or Arts Council England (ACE). Improvements to Library WiFi completed in January 2016 was funded by a successful bid from ACE in 2015. The Library Strategy to 2020 sets out the priorities for refurbishment of library buildings and work to relocate libraries to better and more cost effective buildings in the heart of the local community.

The Community Infrastructure Levy (CIL) is the primary mechanism for securing infrastructure funding from new development. Section 106 is used to secure the on-site provision of land and capital funding for a new library linked to large developments, subject to restrictions in the CIL Regulations. Recent funding settlements provide a small Tier 4 Community Library co-located with other community facilities.

Figure 13: Hampshire County Council Library Investment Projects

Districts	Libraries (largest first)	Library Investment Projects
Basingstoke and Deane	Basingstoke DC , Chineham, Tadley, Overton, South Ham, Kingsclere	<ul style="list-style-type: none"> • Opportunity to seek investment in existing facilities to make improvements at South Ham Library
East Hants	Petersfield , Alton, Bordon, Horndean, Liphook	<ul style="list-style-type: none"> • Create a community room at Petersfield and offer more services – 2017/18 • Review the location of Bordon Library in the context of the new town, subject to a suitable town centre opportunity being identified
Eastleigh	Chandlers Ford , Eastleigh, Hedge End, Netley West End, Bursledon	<ul style="list-style-type: none"> • Relocate Eastleigh Library to more suitable, affordable accommodation
Fareham	Fareham , Stubbington, Portchester, Lockwood	<ul style="list-style-type: none"> • Refurbish Fareham Library - Spring 2017 • Relocate Lockwood Library to more suitable, affordable accommodation • Opportunity to seek investment in existing facilities to make improvements at one of the 4 libraries in the Fareham area
Gosport	Gosport DC , Bridgemary, Elson, Lee-on-Solent	<ul style="list-style-type: none"> • Redevelop Gosport DC as a community hub
Havant	Waterlooville , Havant, Emsworth, Hayling Island Leigh Park	<ul style="list-style-type: none"> • Relocate Havant and Emsworth Libraries to more suitable, affordable accommodation
Hart	Fleet , Yateley, Odiham	<ul style="list-style-type: none"> • Refurbish Fleet Library - Spring 2017 • Create learning room at Yateley and offer more services
New Forest	Lymington , Hythe, Ringwood, New Milton, Totton Blackfield, Fordingbridge, Lyndhurst, Milford-on-Sea	<ul style="list-style-type: none"> • Relocate New Milton Library to more suitable, affordable accommodation • Refurbish Totton Library – 2017/18 • Create learning room at Ringwood and offer more services
Rushmoor	Farnborough , Aldershot	<ul style="list-style-type: none"> • Relocate Aldershot Library and Register Office to provide a fit with the town's development plan
Test Valley	Andover , Romsey, Whitchurch, North Baddesley	<ul style="list-style-type: none"> • Refurbish Andover Library- 2017/18 • Create community & ceremony room at Romsey and offer more services – 2017/18 • Relocate Andover Library to more suitable, affordable accommodation
Winchester	Winchester DC , Alresford, Bishops Waltham Fair Oak, Carroll Centre	

Social and Community Infrastructure: Broadband Access

Hampshire County Council's role

The provision of broadband infrastructure is the responsibility of private telecommunications companies. However, investment in broadband infrastructure has largely been concentrated in profitable, urban areas. Funding has therefore been made available by both central and local government to ensure that broadband infrastructure is delivered to the majority of the population, regardless of commercial viability.

Background: Improving access to broadband

Under the government's *Rural Broadband* programme local authorities at county and unitary level in England have the responsibility for taking forward projects to deliver improved broadband in their areas, with each area's programme set out in a local broadband plan³⁰. The delivery of superfast broadband will be via a mixed economy of technologies. This is likely to include, fibre, copper, satellite, wireless and mobile phone technologies based on economic and service delivery factors. Rural broadband to support the County's economic prosperity is one of the County Council's *Rural Delivery Strategy* priorities.

³⁰ See the DCMS broadband website www.culture.gov.uk/what_we_do/telecommunications_and_online/7763.aspx

The rapid growth in mobile communications in the UK has necessitated upgrades in technology with operators having to continually expand their networks to accommodate services and improve quality. In many cases, planning approval is required before new broadband infrastructure can be deployed. Planning authorities are expected to support the expansion of electronic communications networks, including telecommunications and high speed broadband when preparing development plan documents³¹. The Government is however proposing to relax the planning regime for the installation of broadband street cabinets and new poles³².

The National Planning Policy Framework (NPPF) recognises the importance of infrastructure in delivering sustainable economic growth, and states that 'the development of high speed broadband technology and other communications networks also plays a vital role in enhancing the provision of local community facilities and services'. The NPPF goes on to say that 'in preparing Local Plans, local planning authorities should support the expansion of electronic communications networks, including telecommunications and high speed broadband'.

To underline this, the Minister of State for Housing and Planning recently wrote³³ to all Council Leaders of English Local Authorities (19th March 2015), to reinforce the importance of the role of Councils in

³¹ *National Planning Policy Framework* (DCLG, March 2012)

³² Department for Culture, Media and Sport (2013) *Consultation: Proposed changes to siting requirements for broadband cabinets and overhead lines to facilitate the deployment of superfast broadband networks January 2013.*

³³ https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/416827/superfast-broadband-new-builds.pdf

supporting the drive for Broadband 'through Local Plans and when considering planning applications to ensure whenever possible commercial and residual new builds are able to access superfast broadband'.

The need for additional infrastructure

Access to broadband is a vital component of infrastructure in today's world. It is important to growing a sustainable local economy, vital for education and home working and an increasingly central part of community cohesion and resilience, particularly in rural areas. The installation of high speed broadband infrastructure is key to 'future-proofing' developments. In addition to the reputational and wider economic benefits of ensuring that residents are able to access high speed broadband when they move into new developments, there is also the issue of avoiding the costs and frustrations to occupiers of future retrofitting if the infrastructure is not fit for purpose.

Businesses and public services are moving quickly to digital delivery where possible, because this offers opportunities to improve customer service as well as reducing cost. Many transactions are now only available electronically, putting those who do not have access at a disadvantage³⁴. One of the key principles of the *Digital Hampshire Strategy* is to support business growth by working together to maximise the opportunities of digital services in Hampshire for businesses large and small and so encouraging inward investment and lower carbon footprint.

As key place shapers at the centre of communities, Local Planning Authorities have a pivotal role to play in encouraging developers to 'future-proof'

³⁴ *Digital Hampshire: A strategy for Hampshire County Council and its partners* (May 2012) online at: www.hants.gov.uk/pdf/digital-hampshire.pdf

developments by installing high speed broadband infrastructure. This will provide reputational as well as wider economic benefits, ensuring that residents are able to access high speed broadband when they move into new developments. Given the clear social and wider economic benefits of ensuring that high speed broadband is included in new developments. Local planning authorities are encouraged to include objectives and policies in local plans to support broadband in new developments in Hampshire. The inclusion of broadband into policies and strategies can range from a desire to grow the rural economy of the area, improve accessibility, reduce carbon emissions through the need to travel and improve social inclusion.

Identified requirements

Some rural villages suffer from very slow internet speeds, and commercial companies do not have plans to upgrade the network. As a result there is a likelihood the villages would be left behind. Winchester City Council, for example, has obtained a broadband speed map for the district to identify settlements that the higher broadband speeds are centered around, and where most postcodes have speeds of less than 2Mbps.

Although Government and the NPPF both support and encourage the inclusion of high speed broadband, there are no statutory requirements which support this aspiration. From 2017 EU Legislation will specify that new build and major renovations of buildings will need to be high speed ready, however, exemptions will be allowed for historic buildings, holiday homes or where the cost to do this would be disproportionate, meaning that smaller and rural developments are likely to be excluded.

Funding sources

The Government's support for further broadband roll-out is largely provided through the Superfast Broadband Programme. Phase 1 of the programme aims to provide superfast broadband coverage to 90% of UK homes and businesses by early 2016 and provide access to standard broadband (2Mbps) for all. It is being delivered through 44 local broadband projects which are all currently in delivery. These projects are managed by Local Authorities in England and the Devolved Administrations in Scotland, Wales and Northern Ireland. The Government has provided funding of £530m and other public funding from local and European funding sources takes the total public subsidy to about £1.2 billion.

Phase 2 aims to extend superfast coverage further to 95% of the UK by December 2017. This is being delivered through approximately 47 local projects, again, with local partners. The Government's funding of £250m subject to match funding to give total public funding of £500m. Currently 15 projects have entered into delivery contracts and the remainders are in the procurement process. A number of the phase 2 projects still need match funding commitments to be put in place, including through local and European funding sources.

Hampshire County Council is leading on the *Hampshire Broadband Programme*³⁵ and, together with district and borough partners, is investing £28.4 million in the project. The first wave of investment in Hampshire reached more than 77,000 business and residential premises, providing access speeds of 24Mbps+. Wave 1 represented a £13.8 million investment, £5 million of which was

³⁵ More information on the *Hampshire Broadband Programme* can be found online at <http://www3.hants.gov.uk/broadband.htm>

investment from the County Council and its district and borough council partners.

Delivery of the first part of the programme extending Superfast Broadband coverage to 90% of the county concludes by April 2016. Wave 2 began in January 2016 with BT Openreach upgrading connections to over 34,000 premises across the county between January 2016 and September 2018. Wave 2 has funding of around £16.45million. Upon completion of Wave 1 and Wave 2, an additional 97,000 premises will have access to Superfast Broadband; this will bring the total number of Hampshire homes and businesses with access to superfast services to 570,000.

The two Local Enterprise Partnerships (LEPs) which cover the Hampshire area (Enterprise M3 and Solent) will be instrumental in funding future infrastructure. In association with the policies of Local Planning Authorities, the LEPs will have a significant role to play around ensuring future high speed broadband provision. In the immediate future, there is the potential for high speed broadband in hard to reach areas to be supported through sources of funding such as the Rural Development Fund.

The Rural Community Broadband Fund, which was launched in November 2011, is aimed at those communities who wish to explore small projects to boost that minimum internet speed provision to 24-30Mbps. Eligible communities can bid for funding by working together to establish demand, identify solutions and can get help from a number of sources³⁶.

³⁶ *Rural Community Broadband Fund* information is online at: www3.hants.gov.uk/broadband/rural-broadband-fund.htm

There may be areas within Hampshire where broadband coverage won't be achieved in the short term by the private sector and full broadband coverage is likely to be unviable in some rural parts of the County. For those priority areas, district and borough authorities might consider incorporating the issue in to their *Infrastructure Delivery Plans*, particularly in relation to large development sites where they may seek to encourage the use of pure fibre optic networks for new build development. For these new developments however, broadband is typically considered part of the strategic on-site utilities, along with gas, water, sewage, electricity, and telephone.

Social and Community Infrastructure: Extra Care Housing

Hampshire County Council's role

The Care Act 2014 places a duty on local authorities to ensure that there is diversity and quality in the market of care providers so that there are enough high-quality services for people to choose from. Local authorities must also step in to ensure that no vulnerable person is left without the care they need.

The challenge for social care commissioners and housing authorities at county and district level, lies in shaping the provision of housing support and care for older people, in a way which offers choice and ensures the aspirations and needs of an ageing population can be met.

Background: Providing Extra Care Housing

One of the major challenges facing all local authorities is how to deliver services to an ageing population. Whilst some of the housing needs of older people will in future continue to be met through the provision of general needs accommodation, for an increasing number specialist provision will be required.

Extra Care housing is defined as “purpose-built accommodation in which varying amounts of care and support can be offered and where some services

are shared”³⁷. The principal aim of Extra Care is to offer older people a ‘home for life’ avoiding the need for them to be moved from care setting to care setting as their health and care needs change. Extra Care schemes enable care services to be increased in situ according to the individual’s evolving requirements, allowing older people to retain a degree of independence whilst providing support as needed.

In short, it is recognized that Extra Care as a flexible housing format, could unify the accommodation and care requirements of older people, which historically have been provided in various institutional forms. Extra Care schemes may also include shared facilities such as a café, hairdressers, gardening area, gym/leisure facilities and dedicated transport. These communal facilities are dependent upon economies of scale. Most schemes for older people are considered viable at between 40 and 80 apartments although there is also a need for large scale Extra Care villages of 200+ units. The ethos of Extra Care is to promote independence, not to foster a culture of dependency.

Most existing Extra Care schemes operate on the principle of establishing a community of older people, however this is being expanded to look at schemes specifically designed to care for vulnerable adults of any age with a Learning Disability, Physical Disability or Mental Health issues. These facilities will be smaller in size, ranging from between 6 and 15 flats per scheme, with a smaller level of communal space depending on the needs of the client group.

In some cases there will be opportunities to develop Extra Care housing in lieu of general needs housing, and Hampshire County Council will work with local

³⁷ Housing LIN (2006), *Extra Care Housing Toolkit* (p16) (Care Services Improvement Partnership, Department for Health).

planning authorities to ensure that a percentage of newly developed affordable housing is developed as Extra Care housing to help expand the choice in housing for older people. Schemes developed by the County in partnership with housing providers will contain a mixture of affordable housing for rent or shared ownership plus a proportion of open market sale units provided as a means of ensuring both greater choice and increased viability of the scheme.

The need for additional infrastructure

Whilst some of the housing needs of older people will in future continue to be met through the provision of general needs accommodation, for an increasing number specialist provision will be required. Hampshire faces a demographic challenge in the coming decades with a substantial rise forecast in its’ older population. Extra Care housing for older people should be considered in relation to all proposed development areas where a demographic assessment indicates a need. A study³⁸ undertaken in 2007 looked at the context for developing Extra Care housing in Hampshire. This assessed that the demand could be based on the provision of 20 units of accommodation per 1,000 population aged 75 and over.

Identified requirements

Using the Department of Health’s *Projecting Older People Population Information System* (POPPI) forecasts, evidence in *The Partnership for Extra Care Housing in Hampshire*³⁹ suggests that the population in Hampshire aged 75 and over will increase from

³⁸ *Providing a Context and Setting Priorities in Accommodation and Care for Older People in Hampshire* (Contact Consulting , 2007).

³⁹ *The Partnership for Extra Care Housing in Hampshire*, Hampshire County Council (2008), appendix 6.

119,100 in 2011 to 192,200 in 2025, an increase in excess of 60%. Such an increase, therefore, can be taken as an indication that likely levels of demand for such provision will increase to around 4,082 units of Extra Care housing across all forms of tenures. There is clearly a need for this level of provision to increase across the whole of Hampshire.

In addition to meeting the housing needs of older people the County Council also funds residential placements for around 800 vulnerable adults with a Learning Disability in largely third party owned facilities both within and outside of Hampshire. In addition, there are estimated to be a further 600 vulnerable adults living in family homes with ageing parents who will likely require accommodation in the future. There is also a cohort aged 16 and 17 (approximately 100 service users each year) that could transition into the vulnerable adults programme going forward.

Funding sources

Funding for such a level of development will need to be assembled from a range of public and private sources. To encourage developments necessary to move towards achieving this ambitious objective will require a strong policy commitment from all agencies concerned to the need for further extra-care housing in order to provide greater certainty for its delivery.

The County Council is looking to invest over the next decade to stimulate development in Extra Care housing. It has plans to spend up to £42m on such housing for older people and £35m for similar housing for adults with learning disabilities. This investment will generate significant joint capital investment from partners such as developers, health, registered providers and district councils, to stimulate the market to provide county wide coverage of Extra Care housing. Surplus County Council properties and land may be suitable for the development of Extra Care housing. There may be opportunities for the

County Council to offer capital grants with repayment or to release land for schemes at less than full market value. The County Council has a dedicated Lead Manager for commissioning new extra care housing based in their Adult Social Care department who should be contacted for help and advice when planning such housing. A Market Position Statement is also planned to help give further detail on needs and delivery models.

Due to the need to accommodate and support a range of appropriate facilities on site, and in order to secure a 'critical mass' to allow economically viable care provision and other services to be established, it is widely accepted that a certain scale of development is needed in order for Extra Care schemes to be viable. It is not feasible to provide older persons Extra Care units as a quota from smaller developments, while the small scale of Extra Care for younger adults may be suitable to these types of development. However, older persons Extra Care housing can be incorporated as part of local authorities' section 106 requirements from developers on any large new housing development. These agreements require the developer to make available a proportion of a site or dwellings for Extra Care housing as a condition of planning. Agreements reached may either be in the form of a scheme built by the developer and then handed over to a provider to run, transfer of land at subsidised or nil cost to a specialist provider, the local authority to build a scheme, or a monetary contribution which can be put towards future developments on better located or sized sites. A typical 80 flat scheme for older people would require a two acre site with up to three floors and is a good way of achieving housing density and aiding overall viability of sites.

Other funding and delivery options include private finance (such as mortgage funding raised by a housing provider); *Local Authority Grant* funding; and capital raised through sale of units. Capital funding might also be secured from sources such as

Department of Health, and the Homes and Communities Agency to enable the development of these new build schemes and some existing sheltered housing schemes. A significant issue in financial terms is the additional costs of developing communal space. For this reason Extra-Care housing is usually exempt from CIL charges or has reduced charges compared to general needs housing.

Social and Community Infrastructure: Early Years and Childcare Places

Hampshire County Council's role

The Childcare Act of 2006 places a duty on English local authorities to secure sufficient childcare for working parents. It places a duty on local authorities to secure early years provision for young children in its area, free of charge and in accordance with the Local Authority (Duty to Secure Early Years Provision Free of Charge) Regulations 2014.

Early Years Education and childcare provision should be accessible, flexible, and inclusive and provided through a range of providers and settings which include schools to meet parental demand. The local authority is required to secure early years education places offering 570 hours a year, over no fewer than 38 weeks of the year, for every three and four year old child in their area from the funding period after their third birthday until the child reaches compulsory school age. There is also a requirement to secure Early Years Education provision for eligible two year old children, from the funding period after their second birthday.

Background: Providing Early Years and Childcare places

Early Years Education (EYE) is a statutory offer which is available universally to all 3 and 4 year olds. For two year olds, the offer is limited to children of

families who meet low income criteria. In Hampshire, children can start their free entitlement in the term after their second/third and fourth birthday and can receive a maximum of 570 hours per child's eligibility year. In June 2015 the Government indicated that it intends to increase the offer to 1140 hours for working parents from 2017. The Childcare Bill will confirm this.

From September 2013, there has been no requirement for the EYE hours to be limited to the school academic year, offering parents the flexibility to take up their hours across the number of weeks that the provision is open. The free hours can also be stretched across more than 38 weeks up to the maximum 52 weeks per year.

The demand for three year old places is high and trend data in Hampshire indicates that in the region of 90-95% of the three year old population take up this entitlement. It is, therefore, expected that there will be continued high demand from this age group within any new housing development.

The demand for four year old places, prior to their starting school, is also high. However, due to four year olds taking up their school place, often in the September after their fourth birthday, the demand within the PVI pre-school and nursery sector is in the region of 32-36% of the four year old population.

The demand for two year olds continues to grow with 4,000 children likely to be eligible for this statutory offer for families who meet certain low income level criteria.

All early years and childcare operators must register with Ofsted as the regulatory body or be a regulated school. Ofsted/school regulator will inspect an organisation's ability to meet expected standards covered within the Early Years Foundation Stage. The Early Years Foundation Stage also contains expected minimum requirements for the suitability of

premises which can be found within the same statutory framework document (accessed through the link above). It is expected that all early years and childcare providers are able to meet requirements to deliver the free early years entitlement at the highest quality and Hampshire providers are expected to achieve and maintain "good" and "outstanding" inspection results.

It is assumed that the sites would be made available through an open and transparent process to interested early years and childcare providers or through the district councils and community associations where it is expected that childcare will be operated within community facilities. Any childcare operator that is seeking to accommodate children for free early years education must make an application to Hampshire County Council prior to opening their provision.

The need for additional infrastructure

As they are discouraged by law from offering childcare directly, the role of councils is mainly as a commissioner of services. Currently, free Early Years Education in Hampshire is delivered through a mixed market of Ofsted registered Early Years Foundation Stage (EYFS) settings which include maintained nursery schools and nursery units of primary schools; academies, private, voluntary and independent (PVI) day nurseries, preschools; and registered child minders.

Recent practice suggests to planners/developers that provision should be made for early years and childcare facilities for children 0- 5 years within their plans for the housing developments. As such the Council is keen to engage with developers to ensure that the infrastructure for provision is taken into account in the planning of new developments. The Council has worked up guidance to guide the suitable provision of such services.

Developers should ideally make provision for 80 early years places for every 1,000 houses, and try to ensure that these places are offered through a mix of facilities where possible. The childcare planning should allow for flexible hours of opening and covering at least 7am to 7pm for full day care. The Childcare Bill 2017 is likely to require maximum flexibility of opening times to meet working parents need. For 1,000 houses, it is anticipated that one full day provision of 50+ places, together with an additional 30 places from shared community premises, would meet the needs of this size of development. In addition, childcare sufficiency assessments (2008, 2011), conclude that parents prefer the early years and childcare facilities to fall within a 1-2 mile radius of their homes.

Where developments provide a high number of social housing dwellings, it is considered there will be the potential for greater demand for affordable childcare and access for two year old funded provision. It is likely that this childcare will be required to support employment activities and, therefore, any provision to support lower income families should have regard to the flexibility of opening and closing times of childcare to meet the employment or return to learning requirements of parents and carers.

Childcare facilities should either be associated within/alongside community facilities or in a dedicated space identified and available for development. Experience from the market shows that provision is preferred that is close to, or on the site of, infant or primary schools where the school site is large enough to accommodate such provision. It is logical therefore, that early consideration of the allocation of the sites and/or premises for early years and childcare is considered at the same time as that for primary schools. This is especially important within developments that have little or no accessible early years and childcare provision adjacent to the new housing development. If not on the site of primary schools, the location must enable good

access for walking as well as having good public transport and motor-vehicle transport links and be within a 1-2 mile radius of the main housing development.

The impact of a new housing development, alongside current capacity in the early years and childcare market, should also be considered in terms of early occupation of families and their ability to access provision and whether any interim measures are put in place prior to thresholds of dwellings occupied being reached.

Identified requirements

The space required to fulfil these requirements is stipulated within the Statutory Early Years Foundation Stage 2014⁴⁰. The guidance sets out requirements for premises and also states that the equipment must be organised in a way that meets the needs of children. The calculations should be based on the net or useable areas of the rooms used by the children, not including storage areas, thoroughfares, dedicated staff areas, cloakrooms, utility rooms, kitchens and toilets.

For dedicated nursery/childcare facilities, an area of 0.25 hectares is recommended. For combined school / pre-school sites this can be reduced to 0.2 hectares as there can be economies with a more flexible site layout when both are planned together. These site areas are estimates that the County Council has used in other recently provided facilities, but will need to be tested against the draft accommodation briefs.

It should be noted that early years and childcare provisions of 50+ places are considered more

economically viable and may attract the best investment opportunity from the sector.

⁴⁰https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/335504/EYFS_framework_from_1_September_2014_with_clarification_note.pdf

Social and Community Infrastructure: Health Care Provision

Hampshire County Council's role

In April 2013 HCC were given responsibility for promoting and protecting the public's health. This was part of the overall NHS reform programme, and offered a real opportunity for the County Council to reinforce the integration of health services for the benefit of the Hampshire community. HCC will work with partners on the Health and Wellbeing Board to address all aspects of the health and wellbeing of the local population.

Through the partnership established with the creation of the Health and Wellbeing Board, HCC has a crucial role to play in delivering holistic, integrated care. The Council's role, working with NHS partners, will encompass a clearer focus on maintaining independence, providing care in community settings closer to, or at home, reducing reliance on acute hospitals, supporting the development of new models of care and helping to build capacity and capability in the independent sector.

Closer partnership is also exploring new ways of using the whole of the public estate for the benefit of local people and to improve access. Additionally, it is looking at ways of maximising the benefit for the health and social care economy, optimising the use of facilities, as well as supporting the viability and sustainability of the system and the organisations within it.

The NHS Estate in Hampshire

Since April 2013, local Clinical Commissioning Groups (CCGs) have been responsible for the commissioning of health services overseen by NHS England at a national level. Within Hampshire and the Isle of Wight there are eight CCGs; three are co-terminus with the unitary authorities (Southampton, Portsmouth and Isle of Wight) and five are within the area of Hampshire County Council (HCC), namely:

- West Hampshire CCG
- Fareham and Gosport CCG
- South Eastern Hampshire CCG
- North Hampshire CCG
- North East Hampshire and Farnham CCG

NHS property assets support the delivery of health services commissioned by the CCGs and are generally owned by the NHS Trusts delivering those services. Buildings providing community based health services, such as health centres and community hospitals, where there is no single NHS Trust in overall occupation are held by two national NHS property companies; NHS Property Services (NHS PS) and Community Health Partnerships (CHP) acting as the NHS landlord and estates manager. Premises housing GP practices are generally owned by the practice or a property agreement with a third party landlord, NHSPS or CHP.

Background

NHS England's Five Year Forward View (FYFV), published in October 2014, set out a positive vision around the future provision of health services. It has presented a clear direction for the NHS, describing improvement opportunities to overcome the health, quality and financial sustainability gap and proposing measures to bring about the integration of primary

and specialist hospital care, physical and mental health services and health and social care.

The FYFV has set out the financial challenge facing the NHS and the actions needed to meet it, with transforming care out of hospital being a priority and more funding has been made available to upgrade the primary care infrastructure. Additionally, the CCGs will have the option of more control of the wider NHS budget to promote a more integrated local health economy and expand the range of secondary care services that can be provided in a primary or community care setting.

Achieving the efficiencies required by the FYFV require all parts of the health service to work with greater agility and greater cooperation. To support delivery, 44 areas or 'footprints' across England have been created with the goal of building services around local areas. Each area has developed a Sustainability and Transformation Plan (STP), which sets out how health and social care services will evolve and deliver the NHS's FYFV locally.

Within the area of HCC, the five CCGs are included in two of the 44 STPs, as follows:

- i. Hampshire and Isle of Wight STP (given the size and diversity of the STP footprint this comprises several Local Delivery Systems (LDS).
 - West Hampshire CCG (South West Hampshire and North & Mid Hampshire LDS).
 - Fareham and Gosport CCG (Portsmouth & South East Hampshire LDS).
 - South Eastern Hampshire CCG (Portsmouth & South Eastern Hampshire LDS).
 - North Hampshire CCG (North & Mid Hampshire LDS).
- ii. The Frimley Health and Care STP (whilst

the Frimley Health system operates as self-contained STP, it has a critical relationship with the Hampshire and Isle of Wight health and care system).

- North East Hampshire and Farnham CCG.

Transformation of the estate is a key enabler for delivery of the STP across all six Hampshire CCGs.

Local Estate Strategies

A good quality estate planning is vital to making the most of these changes and will allow the NHS to:

- Fully rationalise its estate.
- Maximise use of facilities.
- Deliver value for money.
- Enhance patients' experiences.
- Ensure future NHS estate investment is aligned to models of care.

To support this, the two NHS property companies, NHS PS and CHP, prepared a Local Estates Strategy with each CCG. This was in collaboration with a wide range of local stakeholders including primary, secondary and tertiary care, local authorities and the wider public estate. These local estate strategies have informed the STP estates enabling plan.

The Hampshire and Isle of Wight STP

All but one of the CCGs within the HCC area form part of the Hampshire and Isle of Wight (HIOW) STP area. Health and care providers and commissioners have worked together to produce an overarching HIOW STP. This summarises the challenges and vision for the HIOW health and care system from 2017 to 2021, setting out details of six core delivery programmes:

1. Prevention at Scale - To deliver a radical upgrade in prevention, early intervention and self-care.
2. New Care Models - To accelerate the introduction of new models of care in each community in HIOW.
3. Effective Patient Flow and Discharge - To address the issues that lead to delays for patients in hospital.
4. Solent Acute Alliance – To ensure the provision of sustainable acute services across HIOW.
5. North & Mid Hampshire Re-configuration – To ensure the provision of sustainable acute services across HIOW.
6. Mental Health Alliance – To improve the quality, capacity and access to mental health services in HIOW

The plan sets out the actions required and details the priority work that partners in the health and care system are undertaking together, to deliver these core programmes to transform outcomes, improve satisfaction of patients and communities and deliver financial sustainability.

To support the six core programmes, there are four enabling programmes:

1. Digital.
2. **Estate.**
3. Workforce.
4. New Commissioning Models.

HIOW STP Estate Enabling Programme

The key aim for the Estate Enabling Programme: *To ensure the population of HIOW will access services and support in high quality, fit for purpose facilities that enable the development and delivery of new models of care that benefit all local people.*

To support delivery of the Estates Enabling Programme, at scale and pace, the core objective is

to provide the estate infrastructure needed to deliver the new integrated models of care and to secure better value from each public £ by rationalising the public-sector estate in HIOW. From this, there are two core and interdependent goals:

1. To enable delivery of the STP core transformational work streams and
2. To drive improvement in the condition, functionality and efficiency of the HIOW estate.

This work is captured within six linked estate programmes:

1. Reduce Demand.
 - A target has been set to reduce the HIOW health estate footprint by 19% by 2020/21, generating efficiencies and savings through lower running costs and increasing the quality of the estate overall. This is an overall target and will vary across each Local Delivery System.
 - This will also result in a release of surplus land for housing.
2. Increased utilisation.
 - A target has been set to increase utilisation in key community assets to >85%
3. Flexible working.
 - It is proposed that by 2020/21 the estate will be used more flexibly and enable new ways of working.
4. Reduced operating costs
 - A target has been set to reduce estate operating costs by £24m by 2020/21.
 - The worst condition estate will be disposed of by 2020/21, resulting in a reduction in backlog maintenance.
5. One Public Estate (OPE) and shared service.
 - The STP Estates OPE programme will initially focus on building links and relationships at a strategic and local delivery level, leading to the development

of a system where 'placed based' planning will become the norm for HIOW public sector partners.

- There will be Hubs and OPE shared facilities that give patients extended access to a wider range of services as part of one-stop shops and integrated care models tailored to meet local needs and reduce the need to travel to main hospitals.
6. STP estates transformation.
- The STP estate transformation in Hampshire involves supporting the development of the Multispecialty Community Provide (MCP) and Primary and Acute Care System (PACS) new models of care described in the FYFV. A local example is known as 'Better Local Care',

- it applies to the natural communities in Hampshire, each one bringing together primary, community, social, mental health and voluntary sector services into a multi-disciplinary team providing extended access and simplified care for the local population.

The HIOW STP establishes the idea of different levels of integrated and connected hospitals, health 'hubs' (virtual and building based) and GP practices, all working together to enable the new and sustainable models of care to be delivered. The general concept for HIOW is detailed below.

Hampshire already has a good mix and geographical spread of facilities and infrastructure in place to support the development of health hubs.

Acute Hospitals

- Serving larger populations, there are five acute hospitals located in HIOW: Winchester, Southampton, Portsmouth, Basingstoke, Isle of Wight plus hospitals in the adjoining STP areas: Frimley, Dorset and Salisbury.

Area Health Hubs

- Serving populations of c100k-200k, the sites proposed as the Area

Hubs in the Hampshire County Council area are shown in Figure 15.

Figure 14: General Concept for HIOW

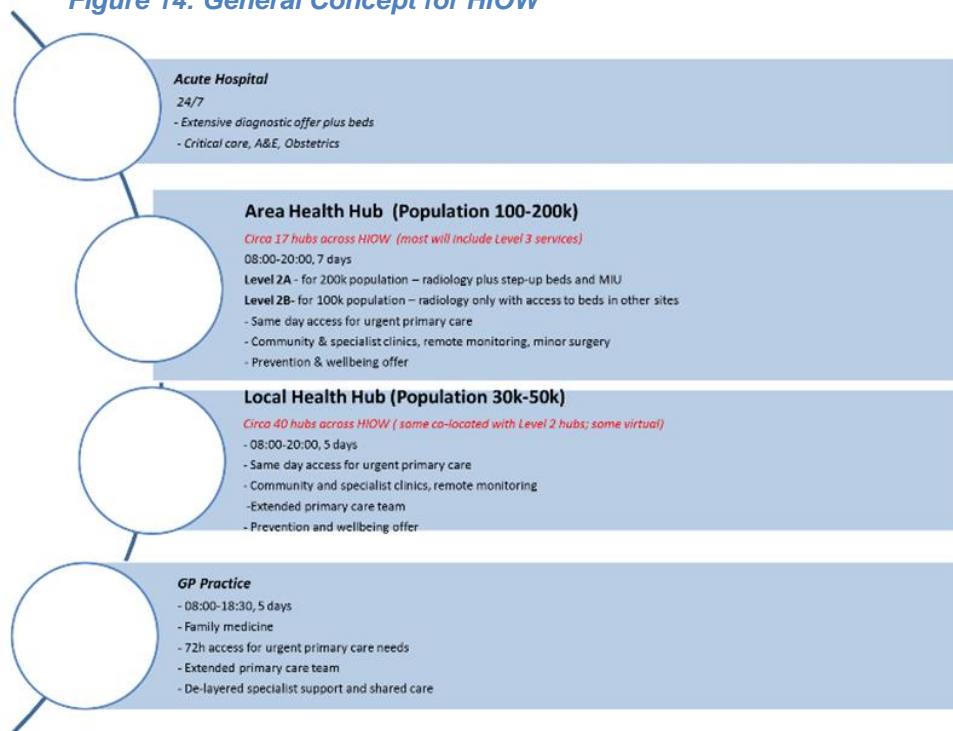


Figure 15: Hubs in Hampshire CC area

CCG Area	Location	Site (2A/2B)	State of Readiness
West Hampshire	Andover	Andover War Memorial Hospital (2A)	Amber – Core infrastructure in place but additional works to optimise configuration for hub delivery.
West Hampshire	Winchester	Royal Hospital County Hospital (2A)	Amber – Core infrastructure in place but additional works to optimise configuration for hub delivery.
West Hampshire	Lymington	Lymington New Forest Hospital (2A)	Green – Already in place and/or only minor work required.
West Hampshire	Romsey	Romsey Community Hospital (2A)	Amber – Core infrastructure in place but additional works to optimise configuration for hub delivery.
West Hampshire	Hythe	Hythe Community Hospital (2B)	Red – Major works/new build required
West Hampshire	Eastleigh	Site & model to be confirmed	Red – Major works/new build required
South East Hampshire	Havant	Oak Park Community Clinic (2B)	Amber – Core infrastructure in place but additional works to optimise configuration for hub delivery.
South East Hampshire	Petersfield	Petersfield Community Hospital (2A)	Amber – Core infrastructure in place but additional works to optimise configuration for hub delivery.
Fareham & Gosport	Gosport	Gosport War Memorial Hospital (2A)	Green – Already in place and/or only minor work required.
Fareham & Gosport	Fareham	Fareham Community Hospital (2B)	Green – Already in place and/or only minor work required.
North Hampshire	Basingstoke	Site to be confirmed.	Red/Amber depending if new or existing site
North Hampshire	Alton	Alton Community Hospital (2A)	Amber – Core infrastructure in place but additional works to optimise configuration for hub delivery.

Level 2A - for 200k population – radiology plus step-up beds and MIU
Level 2B - for 100k population – radiology plus access to beds in other sites

Local Health Hubs

- Serving populations of 30k-50k, these Local Health Hubs will have extended GP and primary care access and may be co-located with the Area Hubs or at a stand-alone centre or 'virtually' from a number of separate facilities. Some central capital funding, such as the Estate and Technology Transformation Fund (ETTF), has been made available to start developing these facilities in Hampshire.

GP Practices

- GP practices will continue providing a local service with links into the Local Health Hubs to ensure extended primary care access is available and can additionally accommodate the major impact from the housing developments proposed across many areas in Hampshire, such as at Andover, Eastleigh, Basingstoke and Whitehill and Bordon.

HIOW STP Estate Enabling Programme will also deliver the following benefits:

- Improved collaboration and co-ordination of HIOW estates expertise and information
- Increased estate planning capability at STP and local level.
- An agreed estate minimum dataset to facilitate increased information sharing across providers/land owners/planners
- Shared expertise, skills and knowledge.

A HIOW STP Estate Enabling Programme Delivery Group (EPPDG) has been established to support the management of the delivery of the programme and monitor progress. It has developed a matrix management structure through membership with the six CCG led Local Estate Forums (LEFs), which include both OPE leads and local authority planners. The LEFs are fully engaged and are taking on the challenge to deliver the projects that make up the Estates Enabling Programme at a local level.

NHS Estate in Hampshire - next steps

The FYFV set out why improvements were needed around the triple aim of better health, better care, and better value. 'Next steps on the Five Year Forward View' has been published and reviews the progress made since the launch of the FYFV. Additionally, it sets out a series of practical and realistic steps to deliver a better, more joined-up and responsive service, concentrating on **what** will be achieved over the next two years. This will largely rely on effective local action by NHS bodies and their partners across the country.

Linked with this, The General Practice Forward View, published in 2016, commits central funding to support general practice services by 2020/21 to improve patient care and access and invest in new ways in providing primary care. It includes investment in estates and a national development programme to speed up transformation of services.

The Naylor Review has also been published, presenting the opportunity to rebuild the NHS infrastructure to meet modern standards of service delivery for the future, recognizing that without investment in the estate the FYFV cannot be delivered and the estate will remain unfit for purpose and continue to deteriorate. It also recognizes that there is insufficient NHS capital to fund transformation and maintain the current estate and additionally, there are Department of Health targets to release £2bn of assets for reinvestment and to deliver land for 26,000 new homes.

Funding, therefore, will need to come from a combination of property disposals, private capital (for primary care) and from HM Treasury and, through the STP process, a robust local capital strategy will be required to determine the investment needed. This will be aligned to the local clinical strategies,

maximizing value for money (including land sales) and addressing backlog maintenance issues. As highlighted, opportunities exist in the short term to make running cost savings and to cut out waste in the Hampshire health estate through better utilisation of existing premises and through rationalization. Furthermore, although gross proceeds will, in many cases, be subsumed in re-provision costs, this investment could dramatically reduce backlog maintenance and will produce a fit for purpose, more cost efficient estate, enabling better patient care.

The NHS estate in Hampshire will be developed, as part of a strategic estates planning process to support each of the STPs. The LEFs and STP Estate Enabling Groups, will be key to ensuring the strategic estates plans of all stakeholders are aligned and that a sufficiently robust understanding of the available estate has been developed and aligned to the commissioning intentions to extract maximum benefit from NHS resources.

Social and Community Infrastructure: Police Service

Hampshire County Council's role

The Hampshire Constabulary's Chief Constable is responsible for meeting the operational priorities and strategic objectives for Hampshire Constabulary. These include setting the strategic direction and the budget for the Constabulary and overseeing its use of assets to ensure best value.

On 22nd November 2012 an elected Police and Crime Commissioner (PCC) officially took office to oversee policing in Hampshire. The Police and Crime Panel (PCP) is the body that holds the PCC to account. Hampshire Constabulary is divided into three local policing areas covering all Hampshire districts and the cities: Eastern, Western and Northern.

Background: Providing an effective, efficient and high-quality policing service

In common with the rest of the public sector the police face a number of major issues over the coming years, which need to be considered as part of its planning. This includes changing demographics and economic forces such as public sector finances. The PCC (formerly the Police Authority) will set strategic priorities including assessing future policing challenges and the necessary resources to deliver.

The need for additional infrastructure

A number of factors related to crime in a locality and population projections are used to plan police resources. To enable the ratio of police officers to population (approximately 2.1 officers per thousand population) to be maintained, additional police officers will be required to support planned growth. Whilst it is therefore acknowledged that significant growth in housing and infrastructure would add pressure to the police service, such revenue costs are not considered infrastructure for the purposes of this Statement and are not considered herein.

It is possible that housing growth and associated infrastructure will require new police stations, particularly where current provision will no longer be in appropriate locations or fit for purpose. For example in Southampton, Hampshire Constabulary has recently developed a major new Operational Command Unit on the edge of the city centre. In regard to major growth locations, Hampshire Constabulary is supportive in principle of joint service facilities which will result in a saving to all the emergency services. For some planned developments it may be necessary for satellite facilities (such as drop-in multi agency offices) to be provided.

Neighbourhood Patrol Teams (NPTs) need to have a visible, accessible and familiar presence on the streets and are often based at the neighbourhood level to accommodate police officers, Police Community Support Officers (PCSOs), Special Constables and community volunteers. Longer term, traditional police stations will probably continue to be replaced with mobile working and Neighbourhood Patrol Teams operating in joint premises. The NPT Police hub model incorporates a small secure facility which contains an interview room, a small office, small kitchen and toilet/shower facilities, possibly as

part of a community centre, as a base for the neighbourhood team.

Identified requirements

The Office of the Police and Crime Commissioner (on behalf of Hampshire Constabulary) has an estate strategy which aims to modernise and rationalise its built infrastructure (including headquarters) to ensure buildings are fit for purpose. For example the large, old Headquarters building in West Hill, Winchester has been sold and is being replaced, with alternative provision sharing a site with Hampshire Fire and Rescue Service in Eastleigh (Strategic Headquarters) and a new, smaller site in Winchester (Operational Headquarters). It also forms part of this strategy that longer term new modern replacement custody facilities are required in the urban areas of Portsmouth and Basingstoke. In rural parts of Hampshire, such as the New Forest, it is unlikely that any increased capacity will be required due to the minimal development currently proposed in such areas.

Funding sources

Hampshire Constabulary is funded by Government grants, inclusive of business rates, plus other income (such as service income and earned income on surplus cash and Council Tax). In the short to medium term, rationalisation of the Hampshire Constabulary estate will generate capital receipts which will help fund required improvements. In addition this rationalisation will lead to cost savings through associated reductions in running and maintenance costs.

The need for any additional funding to be sought in the short to medium term from external sources (such as developers) will therefore not be required.

Social and Community Infrastructure: Fire and Rescue Service

Hampshire County Council's role

Hampshire Fire and Rescue Service is required to identify risks in the communities of Hampshire, Southampton and Portsmouth, and allocate its resources to match those risks. Its priority is to respond quickly with the appropriate resources to all emergencies.

Background: identifying, reducing and managing risk

To provide the Fire and Rescue Service for the whole of Hampshire, Portsmouth and Southampton cities, Hampshire Fire & Rescue Service (HFRS) has over 50 fire stations, a headquarters complex that incorporates the fire control suite, central stores, training Academy and the fleet maintenance centre. Retained firefighters are required to live within a maximum of four minutes travel time from their fire station.

The *Hampshire Fire & Rescue Service Plan 2015 - 2010* sets out priorities including developing and improving the Service's operational effectiveness. In common with other public sector bodies, the Service is responding to financial challenges but despite this, the service continues to invest in the future. The redevelopment of the station at Basingstoke will be finished later this year, training facilities are being improved and new vehicles types will improve the way we respond to and support incidents. The

Service is also improving the way people work, and the way assets and information are used, so that objectives can be achieved by improving efficiencies as well as investing in new facilities. For instance the Service is involved in the *Joint Working in Hampshire* programme whereby HFRS, Hampshire Constabulary (HC), and Hampshire County Council are jointly delivering support functions such as HR, Finance, Procurement and Property Services.

To deliver services effectively, the fire stations are divided into group areas, which are based around districts so that the Service can work more closely with local authorities and communities. Each of these areas has its own unique circumstances which are taken into account when deciding how to prevent fires and other risks. Major risks in these areas can include airports, major roads and the rail network, but large employers and thriving student populations are also both considered to increase the risk of fire. Main risk areas can be those with families on low incomes and elderly people with high care needs, living in local-authority and housing-association properties. By identifying people and properties at risk the Service can work in these areas and provide a more effective and focused approach to reducing risk⁴¹.

The need for additional infrastructure

In responding to planned new developments, the Service has the ability to adjust the provision of existing services, for instance by redeploying appliances from low risk areas at certain times of the day to more densely populated areas. The Service's target is to respond to 80% of critical fires (usually involving risk to life or property) within eight minutes. The Service would need to be satisfied that this could

⁴¹ Further information about the Group and station action plans is available online at: <https://www.hantsfire.gov.uk/about-us/plan/>

be achieved for planned development areas, considering journey times and vehicular access. Planned development may be such a distance from existing fire stations that this target could not be achieved. One measure which could negate this risk is the installation of sprinkler systems during the construction phase of new developments, where a fire risk assessment identifies this is necessary. One of the Service's priorities is to promote the use of automatic sprinkler systems in buildings that are more likely to have a fire or that are difficult to escape from.

Funding sources & identified requirements

The HFRS is funded through a combination of council tax, support grants and business rates. As with other public services long-term funding is difficult to predict. The *Hampshire Fire & Rescue Plan 2015 - 2020* considers its main assets (property; fire stations and headquarters; vehicle fleet; and operational equipment) and how they are managed. In terms of property assets, the extensive built estate, particularly the fire stations, continues to need investment. HFRS are making a substantial investment in the estate to improve energy efficiency, thereby reducing running costs and contributing to the environmental objective to reduce its carbon footprint. The HFRS's property advisers have prepared an up-to-date and detailed condition surveys for each property across the estate. It has provided estimates of the likely costs to be taken into account in preparing the future capital and revenue budgets, and funding is allocated for building repairs and maintenance.

At present, no specific requirements for new property assets have been identified, as the current approach is to manage resources and assets in the most cost effective way as described above.

HFRS is already sharing stations at Redbridge, Stockbridge, Alresford, Hightown, Southsea, Ringwood and Hardley with the police and discussions are on-going to extend these arrangements to other locations. Twelve stations are being used as standby points for the ambulance service and the Service is actively working with charities and other community organisations to maximise the use of its assets. The Service continues to be actively involved as a key stakeholder in masterplanning for major new development areas, including the Welborne development in Fareham where service improvements may be required. HFRS are interested in further joint working with other emergency services to provide a community emergency service point if required in new developments.

4 IDENTIFIED INFRASTRUCTURE BY LOCAL AUTHORITY



Basingstoke and Deane

New Homes

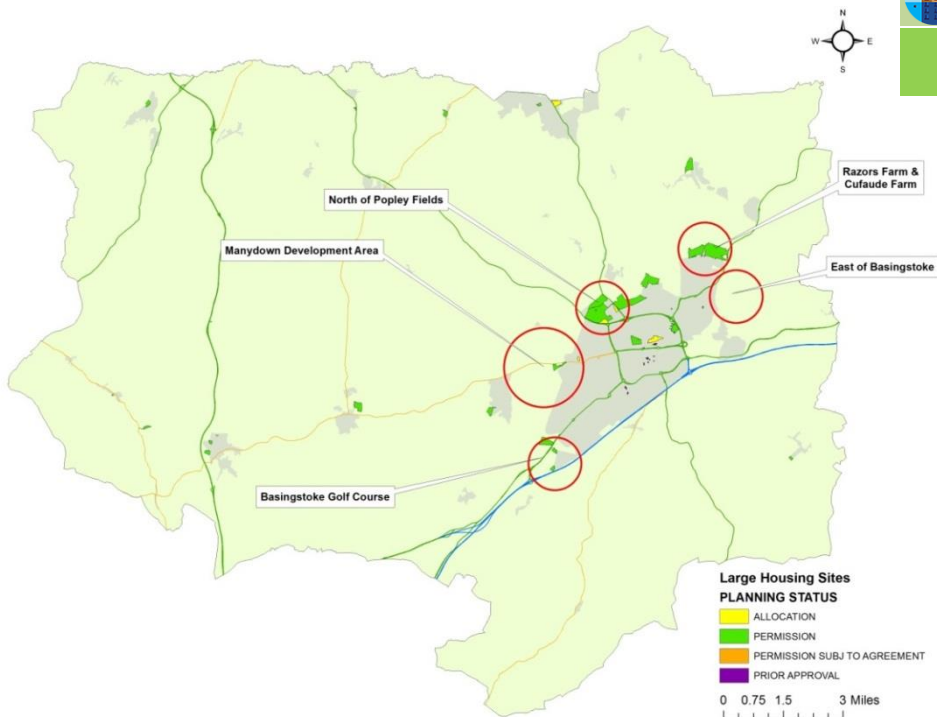


15,300

Major Sites

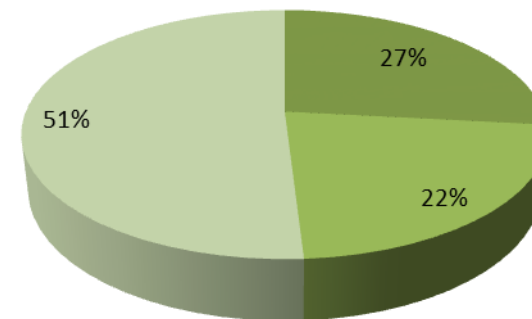


Manydown (3,200)
 North Of Popley Fields (450)
 Razors Farm (420)
 Cufaude Farm (390)
 East of Basingstoke (450)
 Basingstoke Golf Course (1,000)



Infrastructure Summary Costs		Estimated Total Costs	Estimated Funding Shortfall
	Strategic Transport Schemes	£45,700,000	£36,053,000
	Other Transport Schemes	£38,196,000	£35,028,000
	Schools	£87,206,000	£71,000,000
	Social and Community Extra Care	To be determined	To be determined
	Countryside Schemes	To be determined	To be determined
	Waste Management	n/a	n/a
	Flood Risk Management	n/a	n/a
Total		£171,102,000	£142,081,000

Proportion of Overall Cost



■ Strategic Transport Schemes
 ■ Other Transport Schemes
 ■ Schools

Hampshire Strategic Infrastructure Statement

Strategic Transport Schemes

Location	Scheme Proposal	Delivery Timescale	Funding Source	Estimated Cost	Identified Funding	Funding Shortfall
A339 Ringway / A30/ M3 Junction 6 spur road: Black Dam roundabout	Junction improvements	S	Highways Agency, HCC, LEP	£8,000,000	£8,000,000	None HA /HCC/BDBC Funded Pinch Point Scheme
A33 / Taylor Farm (Gaiger Ave) roundabout	Junction improvements, associated with additional capacity	S		£1,000,000	£0	£1,000,000
A33/ Thornhill Way Junction	Junction improvements	S		£700,000	£0	£700,000
A33 / Great Binfields Road: Binfields Roundabout	Junction improvements	S		£3,000,000	£0	£3,000,000
A33/ Crockford Lane Roundabout (Carpenter's Down/Reading Road)	Junction improvements	S		£1,500,000	£350,000	£1,150,000
A33 / A339 Ringway Roundabout: Reading Road rdbt	Junction improvements: traffic signals	S		£1,000,000	£0	£1,000,000
A339 / Roman Rd / Rooksdown Lane: Rooksdown Roundabout	Junction improvements	S		£1,000,000	£0	£1,000,000
A30/ A340 Winchester Road roundabout improvements	Junction improvements	S		£2,500,000	£762,000	£1,738,000
A30/ Harrow Way: Brighton Hill roundabout	Junction improvements	S		£4,000,000	£0	£4,000,000
A30 / Woodbury Rd: Kempshott Roundabout	Junction improvements	S		£1,000,000	£0	£1,000,000
A340 / Ringway A339 Aldermaston Roundabout	Junction improvements (pedestrian)	S		£1,500,000	£0	£1,500,000
A340/ A3010 / B3400: Thornycroft roundabout	Junction improvements: traffic signals	S		£7,500,000	£490,000	£7,010,000
Chineham Rail Station	New rail station	M		£5,500,000	£0	£5,500,000
A30 Ringway South/ A339, Hackwood Road: Hackwood Roundabout	Junction improvements: traffic signals	M		£3,500,000	£0	£3,500,000
A3010 Churchill Way: Victory & Eastrop roundabouts	Junction improvements	M		£2,000,000	£0	£2,000,000
A33 to Cufaude Lane - Link Road	Potential construction of new distributor road from A33 to Cufaude Lane (also linking to proposed Chineham Station if it goes ahead)	L		£2,000,000	£45,000	£1,955,000
A33 capacity improvements between Chineham and County Boundary	On line widening or realignment for capacity improvements:	L		tbc	£0	tbc
Total Cost				£45,700,000	£9,647,000	£36,053,000

Hampshire Strategic Infrastructure Statement

Non-strategic Transport Schemes

Transport Type	Delivery Timescale	Estimated Cost	Identified Funding	Funding Shortfall
Road Network and Traffic Schemes	Short Term (<5 years)	£5,887,000	£70,000	£5,817,000
	Medium Term (5-10 years)	£1,650,000	£0	£1,650,000
	Long Term (10+ years)	£0	£0	tbc
Public Transport Schemes	Short Term (<5 years)	£3,395,000	£57,000	£3,338,000
	Medium Term (5-10 years)	£10,932,000	£127,000	£10,805,000
	Long Term (10+ years)	£0	tbc	tbc
Cycling and Walking Schemes	Short Term (<5 years)	£12,079,000	£2,854,000	£9,225,000
	Medium Term (5-10 years)	£4,253,000	£60,000	£4,193,000
	Long Term (10+ years)	£0	tbc	tbc
Total		£38,196,000	£3,168,000	£35,028,000

Education/School Schemes

Scheme Proposal	Indicative timescale for delivery	Total Cost/indicative cost	Identified funding	Estimated funding shortfall	Proposed funding source(s) to meet shortfall	Commentary
Kings Furlong Infant and Junior Schools - 180 places	Expansion for 2018	£4,828,000	£4,828,000	£0		Pressure related to planned new housing development in the locality and associated pupil population growth.
Oakridge Infant and Junior Schools - 210 places	Expansion for 2018	£3,883,000	£3,883,000	£0		
Castle Hill Primary - 210 places	Expansion for 2019	£3,593,000	£3,593,000	£0		
Whitchurch CE Primary - 105 places	Expansion for 2019	£2,000,000	£2,000,000	£0		
Overton CE Primary - 105 places	Expansion for 2020 or later	£1,902,000	£1,902,000	£0		
3 new primary schools in Basingstoke town – up to 1400 places required	Available for 2020-2025	£30,000,000	£0	£30,000,000	Developer funding	Pressure related to new housing allocation in local plan and associated pupil population growth.
Chineham Area - 210 places required	Provided for 2021	£4,000,000	£0	£4,000,000	Developer & HCC Capital Funding	Pressure related to planned new housing development in the area and associated pupil population growth.
Basingstoke Secondary - c1200 additional places needed covering Basingstoke Town	Expansions and/or New School for 2023 or later	£37,000,000	£0	£37,000,000	Developer funding	
Totals		£87,206,000	£16,206,000	£71,000,000		

Hampshire Strategic Infrastructure Statement

Countryside Schemes

Scheme Proposal	Indicative timescale for delivery	Total Cost/indicative cost	Identified funding	Estimated funding shortfall	Proposed funding source(s) to meet shortfall	Commentary
Manydown Woods - A new public woodland in Hampshire	Short Term (by 2017)	To be determined	To be determined	To be determined	Forestry Commission Woodland Creation Grant	Led by HCC, Basingstoke and Deane BC and Forestry Commission. Scheme to mark the Queen's Diamond Jubilee in Hampshire through the creation of new public woodland. Other organisations involved are the Woodland Trust, Natural England.
North Wessex Downs area of Outstanding Natural Beauty (AONB) - Improve and maintain recreational access to and within the countryside to support and promote sustainable tourism.	Medium to Long Term (beyond 2022)	To be determined	To be determined	To be determined	To be determined	Led by the North Wessex Downs AONB team, HCC (Highways Authority & Tourism), West Berks, Oxfordshire, Wiltshire. This project covers the North Wessex Downs AONB and the districts involved are Basingstoke & Deane, Test Valley, Swindon, South Oxfordshire, Vale of White Horse. Test Valley BC is also involved in this project as a neighbouring authority.
Basingstoke & Deane CAP delivery. Strategic improvements to the rural network. Improving connectivity and sustainable transport.	Medium to Long Term (beyond 2022)	To be determined	To be determined	To be determined	Developer funding	Led by HCC in partnership with Basingstoke & Deane BC. Part of wider Hampshire CAP
Total Cost		To be determined	To be determined	To be determined		

Extra Care Schemes

Scheme Proposal	Indicative timescale for delivery	Total Cost/indicative cost	Identified funding	Estimated funding shortfall	Proposed funding source(s) to meet shortfall	Commentary
Basingstoke Extra-Care throughout the Borough - 409 units of Extra-care housing.	Medium to Long Term (beyond 2022)	To be determined - To be funded and delivered from a range of public and private sources	none	To be determined - To be funded and delivered from a range of public and private sources	HCC Capital programme, HCA, Basingstoke and Deane BC, developer Funding	Demand for Extra-Care housing linked to projected growth in the over 75 population in the Borough. Schemes will be delivered in partnership with BC, NHS Hampshire and private sector providers
Total Cost		To be determined	To be determined	To be determined		

East Hampshire (exc. SDNPA)

New Homes



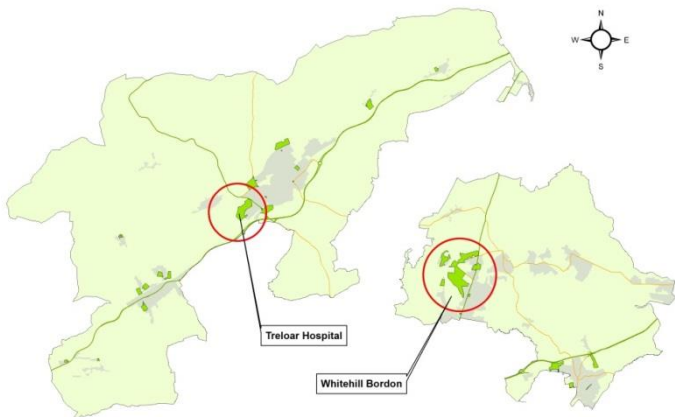
10,600

Joint Core Strategy with SDNPA

Major Sites



Whitehill Bordon (c.4000)
Hazleton Farm (700)
Treloar Hospital (530)



**Large Housing Sites
PLANNING STATUS**

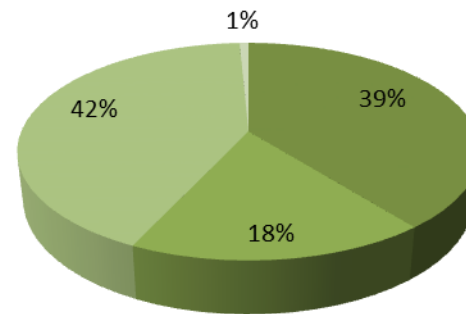
- ALLOCATION
- PERMISSION
- PERMISSION SUBJ TO AGREEMENT
- PRIOR APPROVAL

0 0.75 1.5 3 Miles

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Infrastructure Summary Costs		Estimated Total Costs	Estimated Funding Shortfall
Strategic Transport Schemes		£53,000,000	£53,000,000
Other Transport Schemes		£23,900,000	£22,920,000
Schools		£57,099,000	£2,245,000
Social and Community Extra Care		To be determined	To be determined
Countryside Schemes		To be determined	To be determined
Waste Management		£1,000,000	£1,000,000
Flood Risk Management		n/a	n/a
Total		£134,999,000	£79,165,000

Proportion of Overall Cost



- Strategic Transport Schemes
- Other Transport Schemes
- Schools
- Waste Management

Hampshire Strategic Infrastructure Statement

Strategic Transport Schemes

Location	Scheme Proposal	Delivery Timescale	Funding Source	Estimated Cost	Identified Funding	Funding Shortfall
Alton: junction of the A31 and B3004	Junction improvements	Highway Scheme	M	£10,000,000	0	£10,000,000
Alton: The Butts junction: Winchester Road / A339	Bridge widening to remove bottleneck on approaches to Alton	Highway Scheme	M	£8,000,000	0	£8,000,000
Alton: western bypass	Alton western bypass linking A31 with A339	Highway Scheme	M	£35,000,000	0	£35,000,000
Total Cost				£53,000,000	£0	£53,000,000

Non-strategic Transport Schemes

Transport Type	Delivery Timescale	Estimated Cost	Identified Funding	Funding Shortfall
Road Network and Traffic Schemes	Short Term (<5 years)	£15,445,000	£550,000	£14,895,000
	Medium Term (5-10 years)	£2,195,000	£30,000	£2,165,000
	Long Term (10+ years)	£45,000	£0	£45,000
Public Transport Schemes	Short Term (<5 years)	£305,000	£0	£305,000
	Medium Term (5-10 years)	£230,000	£0	£230,000
	Long Term (10+ years)	£1,750,000	£0	£1,750,000
Cycling and Walking Schemes	Short Term (<5 years)	£1,930,000	£400,000	£1,530,000
	Medium Term (5-10 years)	£915,000	£0	£915,000
	Long Term (10+ years)	£1,085,000	£0	£1,085,000
Total		£23,900,000	£980,000	£22,920,000

Hampshire Strategic Infrastructure Statement

Education/School Schemes

Scheme Proposal		Total Cost /indicative cost	Identified funding	Estimated funding shortfall	Proposed funding source(s) to meet shortfall	Commentary
St Lawrence CE Primary School – 28 places	Expansion for 2017	£458,000	£458,000	£0		Pressure related to prospective housing development in the area and associated pupil population growth
The Butts Primary - 210 places	Expansion for 2018	£3,890,000	£3,890,000	£0		
Bordon Infant & Junior - 210 places	Expansion for 2019	£3,595,000	£3,595,000	£0		
Mill Chase Secondary School – relocation	Relocation for 2019	£29,840,000	£29,840,000	£0		
Petersgate Infant School - 90 places	Expansion for 2020	£1,714,000	£1,714,000	£0		Pressure related to planned new housing development in the locality and associated pupil population growth.
Four Marks CE Primary School - 105 places	Expansion for 2020	£1,902,000	£1,902,000	£0		
Primary Places in Horndean/Clanfield - 210 places	New school for 2021 or later	£5,700,000	£3,455,000	£2,245,000	Developer funding / DfE Basic Need	
Whitehill/Bordon - New Primary School	New school for 2021 or later	£10,000,000	£10,000,000	£0		
Total Cost		£57,099,000	£54,854,000	£2,245,000		

Countryside Schemes

Scheme Proposal	Indicative timescale for delivery	Total Cost/ indicative cost	Identified funding	Estimated funding shortfall	Proposed funding source(s) to meet shortfall	Commentary
East Hants CAP Delivery - Strategic improvements to the rural network. Improving connectivity and sustainable transport.	Medium to Long Term (beyond 2022)	To be determined	Proportion from secured S106 funding, HCC Countryside Service funding and partner funding.	To be determined	Developer funding	Led by HCC in partnership with East Hampshire DC and SDNPA. Part of wider Hampshire CAP.
Total Cost		To be determined	To be determined	To be determined		

Hampshire Strategic Infrastructure Statement

Waste Management Schemes

Scheme Proposal	Indicative timescale for delivery	Total Cost /indicative cost	Identified funding	Estimated funding shortfall	Proposed funding source(s) to meet shortfall	Commentary
Redevelopment or relocation of Bordon HWRC to serve existing and new communities in East Hampshire.	Medium to Long Term (beyond 2022)	£1,000,000	HCC Funding (proportion to be determined dependent on level of developer funding secured.	£1,000,000	Part funded by future development (amount to be negotiated)	Redevelopment (£750,000) of existing site or relocation (£1,000,000) to new site depending on Whitehill and Bordon Master Plan. Existing site is at capacity and new houses will overwhelm the HWRC. Future developer funding will be sought proportionate to the scale of development.
Total Cost		£1,000,000	£0	£1,000,000		

Extra Care Schemes

Scheme Proposal	Indicative timescale for delivery	Total Cost/ indicative cost	Identified funding	Estimated funding shortfall	Proposed funding source(s) to meet shortfall	Commentary
Extra-Care housing provision - 314 units to meet needs in East Hampshire District	Medium to Long Term (beyond 2022)	To be determined	none	To be determined	HCC Capital programme, HCA, East Hampshire DC, developer Funding	Demand for Extra-Care housing linked to projected growth in the over 75 population in the District. Schemes will be delivered in partnership with East Hants DC, NHS Hampshire and private sector providers
Total Cost		To be determined	To be determined	To be determined		

Eastleigh

New Homes

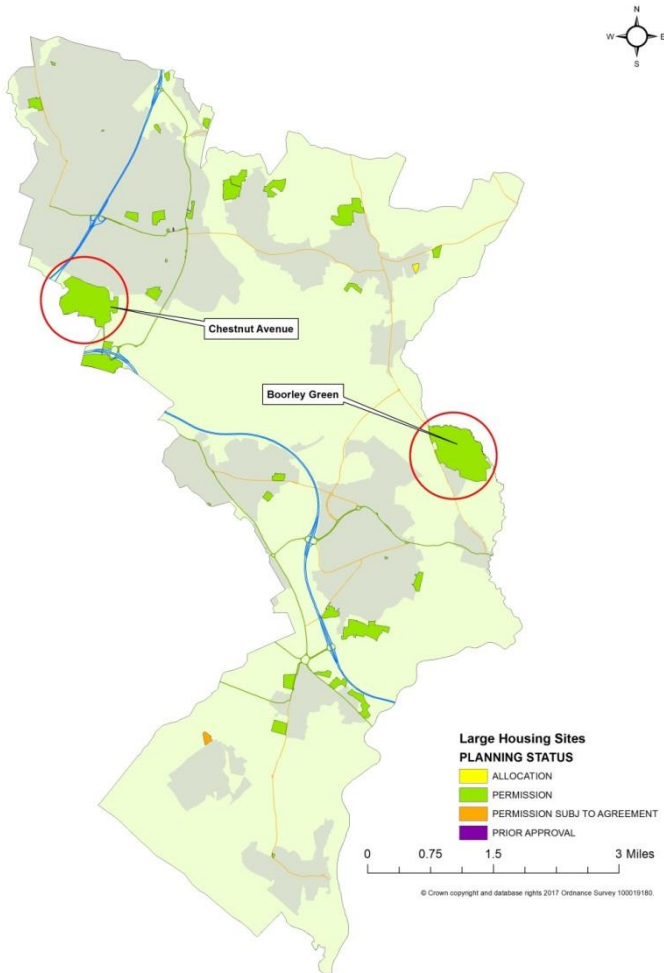


Emerging

Major Sites

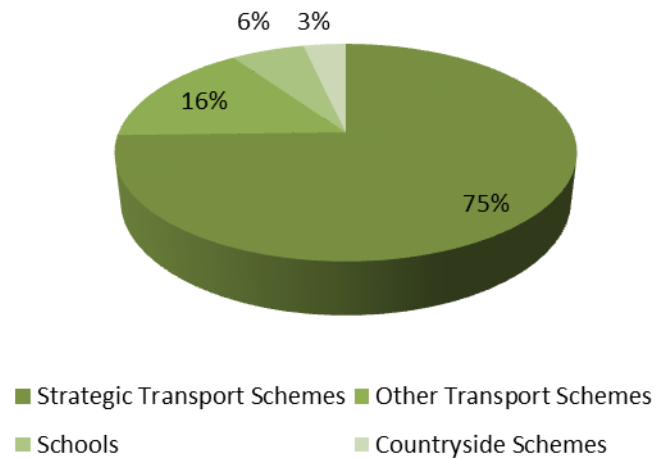


Chestnut Avenue (1,100)
Boorley Green (1,400)



Infrastructure Summary Costs		Estimated Total Costs	Estimated Funding Shortfall
	Strategic Transport Schemes	£247,450,000	£247,450,000
	Other Transport Schemes	£52,122,000	£52,122,000
	Schools	£20,358,000	£0
	Social and Community Extra Care	To be determined	To be determined
	Countryside Schemes	£11,800,000	£10,580,000
	Waste Management	n/a	n/a
	Flood Risk Management	n/a	n/a
Total		£331,730,000	£310,152,000

Proportion of Overall Cost



Hampshire Strategic Infrastructure Statement

Strategic Transport Schemes

Location	Scheme Proposal	Estimated Cost	Identified Funding	Funding Shortfall
M27 Jt 5	Improve capacity & full signalisation	tbc	£0	tbc
Chickenhall Lane Link Road Link	To provide access to Eastleigh Riverside, to include Chickenhall Link and access to employment land.	£120,000,000	£0	£120,000,000
Bypass for Botley Village	Botley Bypass and associated works to Woodhouse Lane.	£20,000,000	£0	£20,000,000
Botley to Eastleigh (along railway line)	Cycle link: Botley to Eastleigh	£2,000,000	£0	£2,000,000
Bus only link A27-A3024	Botley Road (A3033) alternative to using crossing jct 8 and Windhover.	£12,000,000	£0	£12,000,000
P&R Eastern Access to Soton	Provision of P & R facility adjacent to land at Windhover r'abt. Currently, a planning application on the previously identified site. Unsure of status or level of supprt for propoasls. Alternative sites to be considered if planning application sucessful.	£5,000,000	£0	£5,000,000
P & R Junction 5	Provision of P & R facility adjacent to land at Stoneham Lane. Unclear on specific location.	£7,000,000	£0	£7,000,000
M27 Jct 7	Jct optimisation & bus proirity	£5,000,000	£0	£5,000,000
M27 Jt 8 & Windhover Rbt	Jct optimisation and signalisation.	£5,000,000	£0	£5,000,000
Bishopstoke Road Corridor, including Twyford Road junction (western end) and Botley Rd/Eastleigh Rd/Stubington Road junction (eastern end)	Access to Eastleigh Riverside and improved access to Eastleigh town centre. Signalisation or installation of roundabout from Chickhall Rd to Bishoptoke Rd, new layout for Twyford Rd junction and improved capacity at eastern end (Fair Oak).	£7,500,000	£0	£7,500,000
Hedge End Rail Station	Station interchange improvements including possible car park improvements, enhanced pedestrian and cycle links, bus interchange enhancements and DDA accessible footbridge	£500,000	£0	£500,000
Hamble Rail Station	Improved pedestrian & cycle access to station, including provision for car parking on site.	£1,000,000	£0	£1,000,000
M27 Corridor Jcts 5-8	Upgrade to Smart Motorway to include Jcts 7-5 westbound 4 running lanes, and Jcts 4-5 & 7-8 eastbound 4 running lanes.	£30,000,000	£0	£30,000,000
A27 Windhover to Swanwick (along Providence Hill)	Capacity Improvements and managing traffic along A27 - traffic through Lowford and to boundary with Fareham and use of Swanwick Lane signals, including cycle route provision.	£1,000,000	£0	£1,000,000
A3025 Portsmouth Rd	Cycle route, cross boundary link to Soton	£500,000	£0	£500,000
A3024 Bursledon Rd	Cycle route, cross boundary route to Soton	£250,000	£0	£250,000
Stoneham Lane	Cycle route along Stoneham Lane and corss boundary to Soton	£1,000,000	£0	£1,000,000
Hutt Hill, Chandlers Ford.	Cycle route, cross boundary route to Southampton	£750,000	£0	£750,000
M3 - Jcts 14-12 northbound	Additional dedicated lane northbound & Improvements at key junctions to improve capacity. Smart technology to allow more efficient use.	£15,000,000	£0	£15,000,000
Eastleigh, Bishopstoke to Itchen Valley	Strategic footway/cycleway/bridleway	£200,000	£0	£200,000

Hampshire Strategic Infrastructure Statement

Strategic Transport Schemes cont..

Location	Scheme Proposal	Estimated Cost	Identified Funding	Funding Shortfall
Including managing traffic at Burnetts Lane/Knowle Lane. Other cross boundary issues along route with WCC.	Proposals to shut Burnetts Lane to manage traffic and prevent delays along Botley Rd corridor.	tbc	£0	tbc
Charles Watts to Tollbar Way	Junction capacity improvements, including signals	£250,000	£0	£250,000
Sundays Hill By Pass, Dodwell Lane to Heath House Lane	New link to facilitate movement between Jct 8 (M27) and H'End/Botley. Linked to development sites.	£4,500,000	£0	£4,500,000
Hamble Lane, Windhoever to A3025	Junction capacity improvements at Tesco jct, Jurd Way jct and A3025 Portsmouth Way junction and potential associated link improvements	£5,000,000	£0	£5,000,000
Burnetts Lane to Bubb Lane Link	New link road South-East of Chalcroft Business Pk, development related. Improves vehicular access to Chalcroft Business Park, esp. HGVs.	£2,000,000	£0	£2,000,000
St Johns Road Link, Dodwell Lane to St Johns Road	Development related to improve access to M27 Jct 8. Connects to Sundays Hill Bypass. Potential for improved bus access to Southampton via opened up Botley Rd link.	£2,000,000	£0	£2,000,000
Total Cost		£247,450,000	£0	£247,450,000

Non-strategic Transport Schemes

Transport Type	Delivery Timescale	Estimated Cost	Identified Funding	Funding Shortfall
Road Network and Traffic Schemes	Short Term (<5 years)	£6,290,000	£0	£6,290,000
	Medium Term (5-10 years)	£0	£0	£0
	Long Term (10+ years)	£0	£0	£0
Public Transport Schemes	Short Term (<5 years)	£32,913,000	£0	£6,290,000
	Medium Term (5-10 years)	£0	£0	£0
	Long Term (10+ years)	£0	£0	£0
Cycling and Walking Schemes	Short Term (<5 years)	£12,919,000	£0	£6,290,000
	Medium Term (5-10 years)	£0	£0	£0
	Long Term (10+ years)	£0	£0	£0
Total		£52,122,000	£0	£52,122,000

Education/School Schemes

Scheme Proposal	Indicative timescale for delivery	Total Cost/ indicative cost	Identified funding	Estimated funding shortfall	Proposed funding source(s) to meet shortfall	Commentary
Saint James CE Primary - 210 places	Provided for 2017	£4,358,000	£4,358,000	£0		Demand for places related to housing developments in the area and associated pupil population growth.
Boorley Green - New Primary school - 420 primary places	Provided for 2018	£8,500,000	£8,500,000	£0		
Kings Copse Primary - 105 places	Expansion for 2019	£2,000,000	£2,000,000	£0		
Chestnut Avenue - New Primary school - 315 primary places	Provided for 2019	£5,500,000	£5,500,000	£0		
New Free 4-16 School for Horton Heath/Hedge End Area - Up to 630 new primary places and up to 1350 secondary places (phased)	Phase 1 (420 primary and 1050 secondary places) provided for 2019 or later	tbc	tbc	tbc	Future developer funding & DfE Free School Programme	Free School approved by DfE – details on funding awaited in March 2017. Timing dependent on local housing approvals.
Total Cost		£20,358,000	£20,358,000	£0		

Hampshire Strategic Infrastructure Statement

Countryside Schemes

Scheme Proposal	Indicative timescale for delivery	Total Cost/ indicative cost	Identified funding	Estimated funding shortfall	Proposed funding source(s) to meet shortfall	Commentary
Manor Farm Country Park in Bursledon - Improve visitor facilities e.g. café, play facilities, education provision, access to the heritage of the site.	Short to Medium term (by 2017-2022)	£2,500,000	£1,200,000	£1,300,000	Landfill tax funding & other (including in kind contributions); HCC Capital Programme.	Project has been identified as a major green infrastructure project for south Hampshire. To accommodate growing demand for recreation from the increasing number of households in Eastleigh and Fareham boroughs. Potential to relieve current and future recreation pressure off the New Forest National Park.
Identify and improve sustainable transport corridors to Manor Farm Country Park from Hedge End, Botley, Burridge and Bursledon	Medium to Long Term (beyond 2022)	£2,500,000	£0	£2,500,000	Developer funding, augmented by other public grant schemes	Led by HCC in partnership with PUSH; Natural England; Eastleigh BC; Parish Councils; The Ramblers; British Horse Society; Cyclists Touring Club; Landowners; Forestry Commission.
Manor Farm Country Park. Resurfacing of Pylands Lane access road	Short to Medium term (by 2017-2022)	£500,000	£0	£500,000	Developer funding	The surface of this main access to the park is deteriorating and will need substantial repair within the next 3 years.
Royal Victoria County Park in Netley - Improve visitor facilities, increase visitor capacity and improve access to heritage of the site. The country park is located in Eastleigh borough and the infrastructure is required to meet demand from both Eastleigh & Fareham districts.	Short to Medium term (by 2017-2022)	£3,700,000	£0	£3,700,000	A HLF bid for £1.7 million has been successful the remaining £1.1 million would be funded by HCC Capital Programme.	Project has been identified as a major green infrastructure project for south Hampshire. To accommodate growing demand for recreation from the increasing number of households in Eastleigh and Fareham boroughs. Delivery led by HCC. Other organisations involved include War Graves Commission, NE and Parish Council.
Identify and improve sustainable transport corridors to Royal Victoria Country Park from Bursledon, Hamble-le-Rice, Netley, Weston.	Medium to Long Term (beyond 2022)	£2,500,000	£0	£2,500,000	Developer funding, augmented by other public grant schemes	Led by HCC in partnership with PUSH; Natural England; Eastleigh BC; Parish Councils; The Ramblers; British Horse Society; Cyclists Touring Club; Landowners; Forestry Commission.
Eastleigh CAP delivery. Strategic improvements to the rural network. Improving connectivity and sustainable transport.	Medium to Long Term (beyond 2022)	£100,000	£20,000	£80,000	Developer funding	Led by HCC in partnership with Eastleigh BC, HCC Highways, Sustrans. This scheme is part of the Countryside Access Area South CAP Delivery project. Funding has been secured from developer funding, partners and HCC Countryside Service.
Total Cost		£11,800,000	£1,220,000	£10,580,000		

Extra Care Schemes

Scheme Proposal	Indicative timescale for delivery	Total Cost/ indicative cost	Identified funding	Estimated funding shortfall	Proposed funding source(s) to meet shortfall	Commentary
Extra-Care housing provision - 318 units to meet needs in Eastleigh Borough	Medium to Long Term (beyond 2022)	To be determined	To be determined	To be determined	HCC Capital programme, HCA, Eastleigh BC, developer Funding	Demand for Extra-Care housing linked to projected growth in the over 75 population in the Borough. Schemes will be delivered in partnership with Eastleigh BC, NHS Hampshire and private sector providers
Surrey Court Extra-Care scheme - 72 units	Short Term (by 2017)	To be determined	To be determined	To be determined	Fully funded by HCC, Eastleigh BC, HCA	
Total Cost		To be determined	To be determined	To be determined		

Fareham

New Homes



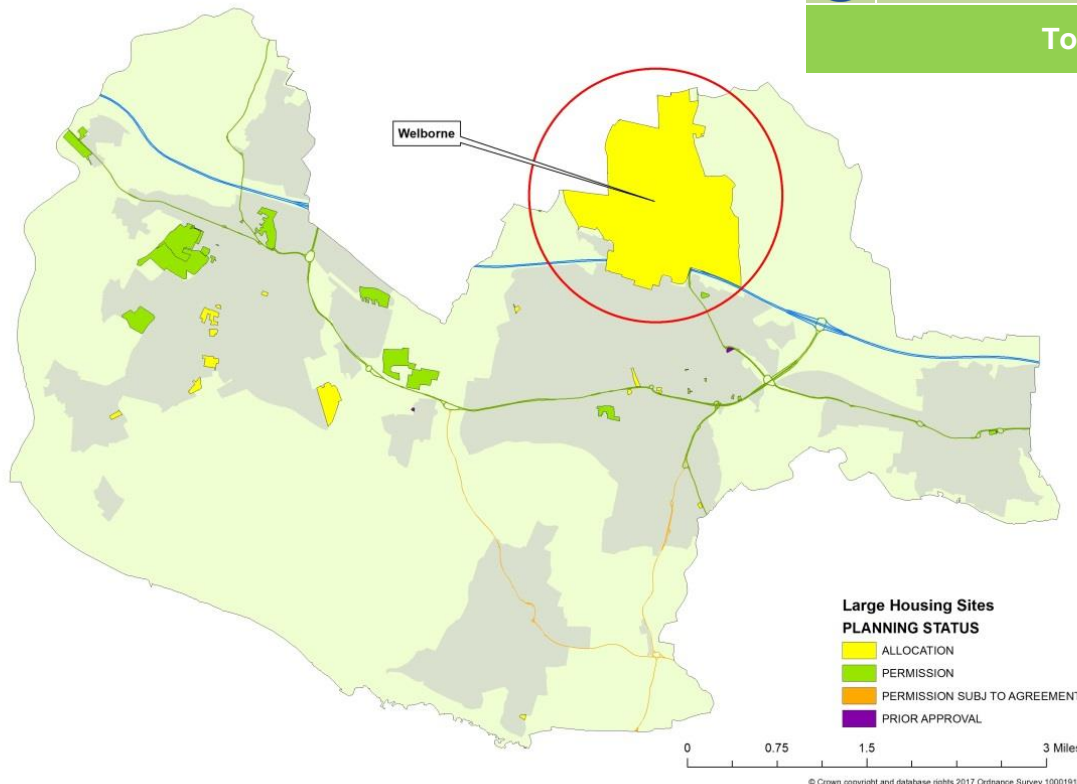
9,729





Including 6,000 at Welborne

Major Sites

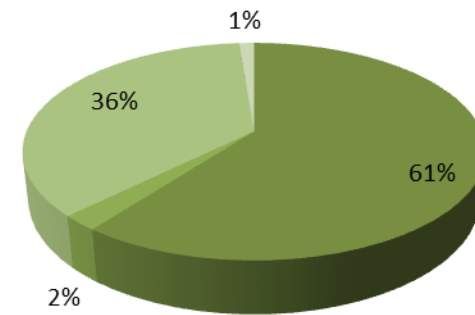


Welborne (6,000)



Infrastructure Summary Costs		Estimated Total Costs	Estimated Funding Shortfall
	Strategic Transport Schemes	£128,600,000	£121,600,000
	Other Transport Schemes	£4,811,000	£4,224,700
	Schools	£77,000,000	£77,000,000
	Social and Community Extra Care	To be determined	To be determined
	Countryside Schemes	£2,650,000	£2,630,000
	Waste Management	n/a	n/a
	Flood Risk Management	n/a	n/a
Total		£213,061,000	£205,454,700

Proportion of Overall Cost



- Strategic Transport Schemes
- Other Transport Schemes
- Schools
- Countryside Schemes

Hampshire Strategic Infrastructure Statement

Strategic Transport Schemes

Location	Scheme Proposal	Delivery Timescale	Funding Source	Estimated Cost	Identified Funding	Funding Shortfall
BRT enhancements to Ferry (G-HCCST4)	Public & Community Transport	S		TBC	£0	TBC
BRT Busway Phase 1b - Southern extension to Rowner (G-HCCST4-1)	Public & Community Transport	S		£9,000,000	£0	£9,000,000
BRT Busway - Rowner Rd to Ferry - On road (G-HCCST4-2)	Public & Community Transport	S		£4,000,000	£0	£4,000,000
Bus stop infrastructure improvements (G-HCCST4-3)	Public & Community Transport	S		£500,000	£0	£500,000
Newgate Lane Southern section improvements (F-HCCST11.2)	Highway Scheme	S		£9,000,000	£0	£9,000,000
Peel Common Roundabout Improvements (interim Scheme) (G-HCCST11.3)	Highway Scheme	S	GPF, HCC	£1,100,000	£0	£1,100,000
Multi modal access improvements to include pedestrian and cycle access, PT infrastructure and traffic management. (F-HCCST11.4)	Highway Scheme	S		TBC	£0	TBC
Stubbington By-pass and Titchfield Rd. (F-HCCST12)	Highway Scheme	S		£20,000,000	£0	£20,000,000
Strategic Cycle Links - Portsdown Hill Fareham - Portsmouth - Havant, Cycle connectivity. (F-HCCST3)	Cycling	S	DC / LEP	£1,000,000	£0	£1,000,000
BRT connection to QA Hospital (F-HCCST5)	Public & Community Transport	S		£5,000,000	£0	£5,000,000
BRT connection improvements to Delme roundabout (F-HCCST5-1)	Public & Community Transport	S		TBC	£0	TBC
BRT connection Portchester (F-HCCST5-2)	Public & Community Transport	S		TBC	£0	TBC
A27 Corridor Segensworth to Fareham Phase 2 - Titchfield Gyratory to Segensworth capacity improvements (F-HCCST9-2)	Highway Scheme	S	SLTB	£7,000,000	£7,000,000	£0
A27 Corridor Segensworth to Fareham Phase 3 - Gudgeheath Lane to Titchfield gyratory capacity improvements (F-HCCST9-3)	Highway Scheme	S	SLTB	TBC	£0	TBC
BRT route extension north to Station Roundabout (F-HCCST6)	Public & Community Transport	M		£20,000,000	£0	£20,000,000
Transport Interchange Hub (F-HCCST7)	Public & Community Transport	M		£2,000,000	£0	£2,000,000
Transport Interchange Hub (F-HCCST8)	Public & Community Transport	M		TBC	£0	TBC
A27 Corridor - Multi modal transport improvements (F-HCCST9)	Highway Scheme	M		TBC	£0	TBC
A27 Corridor Segensworth to Fareham Phase 1 - BRT Station Rbt, Gudgeheath Lane Junction capacity and bus priority (F-HCCST9-1)	Public & Community Transport	M		£15,000,000	£0	£15,000,000
A27 capacity improvements - Park Gate Triangle (F-HCCST9-4)	Highway Scheme	M		£2,000,000	£0	£2,000,000
A27 Corridor Cycle Route - Fareham to Southampton (F-HCCST9-5)	Cycling	M	DC / LEP	TBC	£0	TBC

Hampshire Strategic Infrastructure Statement

Strategic Transport Schemes cont..

Location	Scheme Proposal	Delivery Timescale	Funding Source	Estimated Cost	Identified Funding	Funding Shortfall
Transport access to Welborne - To include A32 multi modal corridor improvements, M27 J10 capacity improvements, Fareham town centre traffic management. (F-HCCST10)	Highway Scheme	M		£30,000,000	£0	£30,000,000
BRT extension from Fareham bus station to Welborne (F-HCCST10-1)	Public Transport	M		TBC	£0	TBC
Fareham Town Centre traffic Management measures (F-HCCST10-2)	Highway Scheme	M		TBC	£0	TBC
Strategic Multi User Green Access Routes (F-HCCST10-3)	Walking & Cycling	M		TBC	£0	TBC
M27 J10 capacity Improvements (F-HCCST10-4)	Highway Scheme	M		TBC	£0	TBC
A32 Multi Modal Corridor Improvements including pedestrian and cycle linkages between Wickham-Welborne and Fareham town centre. (F-HCCST10-5)	Highway Scheme	M		TBC	£0	TBC
M27 Managed Motorways J1-J12. To consist of demand management (ramp metering), link flow management and additional capacity. (F-HCCST13)	Highway Scheme (H.A)	M		TBC	£0	TBC
Rookery Avenue Link Road (F-HCCST14)	Highway Scheme	M		£3,000,000	£0	£3,000,000
M27 J9 Capacity Improvements (F-HCCST15)	Highway Scheme	M		£0	£0	£0
Total Cost				£128,600,000	£7,000,000	£121,600,000

Non-strategic Transport Schemes

Transport Type	Delivery Timescale	Estimated Cost	Identified Funding	Funding Shortfall
Road Network and Traffic Schemes	Short Term (<5 years)	£817,000	£0	£817,000
	Medium Term (5-10 years)	£125,000	£0	£125,000
	Long Term (10+ years)	£495,000	£0	£495,000
Public Transport Schemes	Short Term (<5 years)	£188,000	£0	£188,000
	Medium Term (5-10 years)	£145,000	£0	£145,000
	Long Term (10+ years)	£155,000	£7,300	£147,700
Cycling and Walking Schemes	Short Term (<5 years)	£1,601,000	£200,000	£1,401,000
	Medium Term (5-10 years)	£685,000	£129,000	£556,000
	Long Term (10+ years)	£600,000	£250,000	£350,000
Total		£4,811,000	£586,300	£4,224,700

Hampshire Strategic Infrastructure Statement

Education/School Schemes

Scheme Proposal	Indicative timescale for delivery	Total Cost/ indicative cost	Identified funding	Estimated funding shortfall	Proposed funding source(s) to meet shortfall	Commentary
Welborne – up to 1800 primary places (3 x 3FE primary schools), based on delivery of 6,000 dwellings	Phasing related to the development timescales	£35,000,000	£0	£35,000,000	Developer funding (to be negotiated with developer(s) of Welborne)	Pressure from planned housing development requirements will depend on final number of dwellings planned for Welborne.
Welborne – up to 1260 secondary places (1 new 9FE secondary school)	Built for 2022 or later depending on development timescales	£42,000,000	£0	£42,000,000	Developer funding (to be negotiated with developer(s) of Welborne)	Final cost dependent on the number of dwellings provided and associated size of schools.
Total Cost		£77,000,000	£0	£77,000,000		

Countryside Schemes

Scheme Proposal	Indicative timescale for delivery	Total Cost/ indicative cost	Identified funding	Estimated funding shortfall	Proposed funding source(s) to meet shortfall	Commentary
Identify and improve sustainable transport corridors to Titchfield Haven and Warsash Nature Reserve from Bursledon, Hamble-le-Rice, Warsash, Locks Heath, West End, Stubbington and Hill Head.	Medium to Long Term (beyond 2022)	£2,500,000	£0	£2,500,000	Developer funding, augmented by other public grant schemes	Led by HCC in partnership with PUSH; Natural England; Fareham BC; Parish Councils; The Ramblers; British Horse Society; Cyclists Touring Club; Landowners; Forestry Commission.
Fareham CAP delivery - Strategic improvements to the rural network. Improving connectivity and sustainable transport.	Medium to Long Term (beyond 2022)	£150,000	£20,000	£130,000	Developer funding	Led by HCC in partnership with Fareham BC, HCC Highways, Sustrans. This scheme is part of the Countryside Access Area South CAP Delivery project.
Total Cost		£2,650,000	£20,000	£2,630,000		

Gosport

New Homes

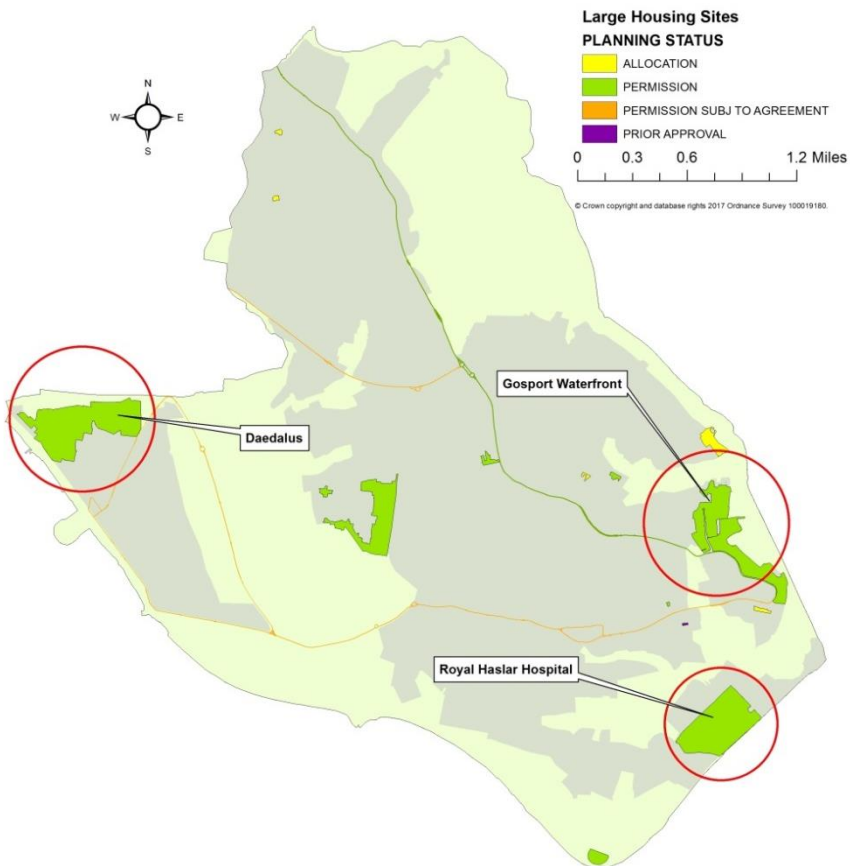


3,060

Major Sites

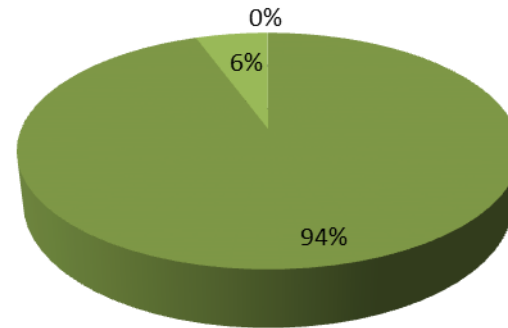


Gosport Waterfront (700)
Royal Haslar Hospital (300)



Infrastructure Summary Costs		Estimated Total Costs	Estimated Funding Shortfall
Strategic Transport Schemes		£65,600,000	£64,500,000
Other Transport Schemes		£3,842,000	£3,472,000
Schools		n/a	n/a
Social and Community Extra Care		To be determined	To be determined
Countryside Schemes		£40,000	£35,000
Waste Management		n/a	n/a
Flood Risk Management		n/a	n/a
Total		£69,482,000	£68,007,000

Proportion of Overall Cost



- Strategic Transport Schemes
- Other Transport Schemes
- Countryside Schemes

Hampshire Strategic Infrastructure Statement

Strategic Transport Schemes

Location	Scheme Proposal	Delivery Timescale	Funding Source	Estimated Cost	Identified Funding	Funding Shortfall
BRT Busway Phase 1b - Southern extension to Rowner (G-HCCST4-1)	Public & Community Transport	S		£9,000,000	£0	£9,000,000
BRT Busway - Rowner Rd to Ferry - On road (G-HCCST4-2)	Public & Community Transport	S		£4,000,000	£0	£4,000,000
Bus stop infrastructure improvements (G-HCCST4-3)	Public & Community Transport	S		£500,000	£0	£500,000
Newgate Lane Southern section improvements (F-HCCST11.2)	Highway Scheme	S		£9,000,000	£0	£9,000,000
Peel Common Roundabout Improvements (interim Scheme) (G-HCCST11.3)	Highway Scheme	S	GPF, HCC	£3,000,000	£1,100,000	£1,900,000
Multi modal access improvements to include pedestrian and cycle access, PT infrastructure and traffic management. (F-HCCST11.4)	Highway Scheme	S		TBC		TBC
Stubbington By-pass and Titchfield Rd. (F-HCCST12)	Highway Scheme	S		£20,000,000	£0	£20,000,000
Transport access improvements to Waterfront 2) multi modal access improvements at Gosport Ferry/Bus interchange. (G-HCCST3)	Highway Scheme	M		TBC		TBC
BRT enhancements to Ferry (G-HCCST4)	Public & Community Transport	M		£100,000	£0	£100,000
BRT route extension north to Station Roundabout. (F-HCCST6)	Public & Community Transport	M		£20,000,000	£0	£20,000,000
Total Cost				£65,600,000	£1,100,000	£64,500,000

Non-strategic Transport Schemes

Transport Type	Delivery Timescale	Estimated Cost	Identified Funding	Funding Shortfall
Road Network and Traffic Schemes	Short Term (<5 years)	£480,000	£100,000	£380,000
	Medium Term (5-10 years)	£840,000	£0	£840,000
	Long Term (10+ years)	£140,000	£20,000	£120,000
Public Transport Schemes	Short Term (<5 years)	£300,000	£200,000	£100,000
	Medium Term (5-10 years)	£100,000	£0	£100,000
	Long Term (10+ years)	£250,000	£0	£250,000
Cycling and Walking Schemes	Short Term (<5 years)	£1,282,000	£0	£1,282,000
	Medium Term (5-10 years)	£215,000	£0	£215,000
	Long Term (10+ years)	£235,000	£50,000	£185,000
Total		£3,842,000	£370,000	£3,472,000

Hampshire Strategic Infrastructure Statement

Countryside Schemes

Scheme Proposal	Indicative timescale for delivery	Total Cost/ indicative cost	Identified funding	Estimated funding shortfall	Proposed funding source(s) to meet shortfall	Commentary
Gosport CAP delivery. Strategic improvements to the rural network. Improving connectivity and sustainable transport.	Medium to Long Term (beyond 2022)	£40,000	£5,000	£35,000	Developer funding	Led by HCC in partnership with Gosport BC, HCC Highways, Sustrans. This scheme is part of the Countryside Access Area South CAP Delivery project.
Total Cost		£40,000	£5,000	£35,000		

Extra Care Schemes

Scheme Proposal	Indicative timescale for delivery	Total Cost/ indicative cost	Identified funding	Estimated funding shortfall	Proposed funding source(s) to meet shortfall	Commentary
Extra-Care housing provision - 193 units to meet needs in Gosport Borough	Medium to Long Term (beyond 2022)	To be determined	To be determined	To be determined	HCC Capital programme, HCA, Gosport BC, developer Funding	Demand for Extra-Care housing linked to projected growth in the over 75 population in the Borough. Schemes will be delivered in partnership with Gosport BC, NHS Hampshire and private sector providers
50 unit central Gosport Extra-Care scheme on site of former Addenbrooks residential care scheme	Short to Medium term (by 2017-2022)	To be determined	To be determined	To be determined	HCC Capital programme, HCA, Gosport BC, developer Funding	Demand for Extra-Care housing linked to projected growth in the over 75 population in the Borough.
Total Cost		To be determined	To be determined	To be determined		

Hart

New Homes

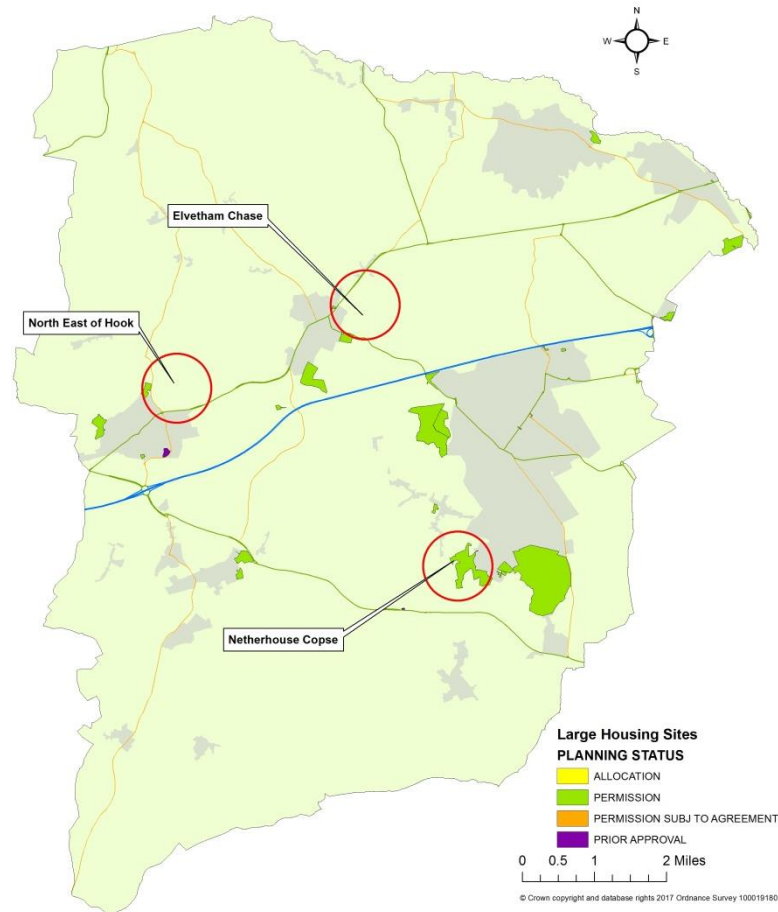


Emerging

Major Sites

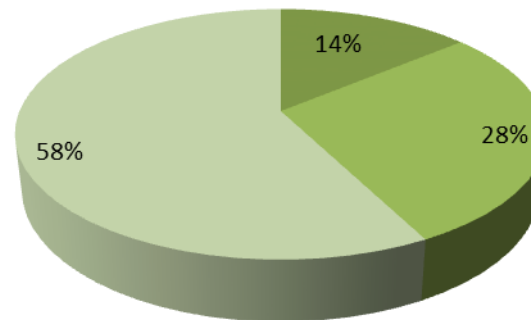


Elvetham Chase (700)
North East of Hook (548)
Netherhouse Copse (423)



Infrastructure Summary Costs		Estimated Total Costs	Estimated Funding Shortfall
	Strategic Transport Schemes	£11,900,000	£11,900,000
	Other Transport Schemes	£24,118,000	£22,425,000
	Schools	£49,040,000	£38,000,000
	Social and Community Extra Care	To be determined	To be determined
	Countryside Schemes	To be determined	To be determined
	Waste Management	n/a	n/a
	Flood Risk Management	n/a	n/a
Total		£85,058,000	£72,325,000

Proportion of Overall Cost



■ Strategic Transport Schemes
 ■ Other Transport Schemes
 ■ Schools

Hampshire Strategic Infrastructure Statement

Strategic Transport Schemes

Location		Delivery Timescale	Funding Source	Estimated Cost	Identified Funding	Funding Shortfall
M3 Junction 4A	Access improvements to M3 Junctions 4A.	S	Hartlands Park dev't S278 Further work S106 / CIL	£5,000,000	£0	£5,000,000
M3 Junction 4A and between Junction 4A and 4	Managed Motorways: J2-J4A: gantries, hard shoulder running, possible junction improvements.	S	Highways Agency	TBC		TBC
South and East of Fleet	Fleet Eastern Access: junction improvement of Fleet Rd (A323) with Aldershot Rd and signage from Reading Rd Sth to M3 J4A.	M		£2,000,000	£0	£2,000,000
Reading Rd South (B3013) at junction with Aldershot Rd (A323) & Connaught Rd: Fleet	Junction improvement scheme, including widening of the canal bridge. And between canal bridge and Durnsford Ave	M		£2,700,000	£0	£2,700,000
A30 between A327 - A331 at Blackwater.	A30 Corridor improvements between A327 and A331. To include improvements at junctions of A30 / A327, A30 / B3272 & A30 in Blackwater. Link: HDC0338	M		£2,000,000	£0	£2,000,000
Junction 5 of M3	Capacity and operation of junction	M		£200,000	£0	£200,000
Total Cost				£11,900,000	£0	£11,900,000

Non-strategic Transport Schemes

Transport Type	Delivery Timescale	Estimated Cost	Identified Funding	Funding Shortfall
Road Network and Traffic Schemes	Short Term (<5 years)	£1,433,000	£252,000	£1,181,000
	Medium Term (5-10 years)	£8,465,000	£0	£8,465,000
	Long Term (10+ years)	£225,000	£0	£225,000
Public Transport Schemes	Short Term (<5 years)	£1,181,000	£560,000	£621,000
	Medium Term (5-10 years)	£480,000	£0	£480,000
	Long Term (10+ years)	tbc	tbc	tbc
Cycling and Walking Schemes	Short Term (<5 years)	£2,825,000	£281,000	£2,544,000
	Medium Term (5-10 years)	£9,409,000	£600,000	£8,809,000
	Long Term (10+ years)	£100,000	£0	£100,000
Total		£24,118,000	£1,693,000	£22,425,000

Hampshire Strategic Infrastructure Statement

Education/School Schemes

Scheme Proposal	Indicative timescale for delivery	Total Cost/ indicative cost	Identified funding	Estimated funding shortfall	Proposed funding source(s) to meet shortfall	Commentary
Tweseldown Infant - 90 places	Expansion for 2017	£1,700,000	£1,700,000	£0		Demand for places related to housing developments in the area and associated pupil population growth.
Church Crookham Junior - 120 junior places	Expansion for 2019	£1,740,000	£1,740,000	£0		
Robert Mays Secondary school - 150 secondary places	Expansion for 2019	£7,600,000	£7,600,000	£0		
Up to 600 secondary school places required to cover Fleet area	300 places required for 2021	£16,000,000	£0	£16,000,000	Developer funding, DfE Basic Need & HCC Capital funding	
	Other 300 dependent on new housing within local plan					
Up to 1050 primary school places required to cover Fleet area	Timing & location related to new housing within local plan	£22,000,000	£0	£22,000,000	Developer funding	
Total Cost		£49,040,000	£11,040,000	£38,000,000		

Countryside Schemes

Scheme Proposal	Indicative timescale for delivery	Total Cost/ indicative cost	Identified funding	Estimated funding shortfall	Proposed funding source(s) to meet shortfall	Commentary
Greater Hart horse riding routes - Develop and promote improved, safer horse riding opportunities which link various areas of open countryside throughout Hart. This includes a scheme to implement a Pegasus crossing on Cricket Hill Lane where Bridleway 21 crosses the road.	Medium to Long Term (beyond 2022)	To be determined	To be determined	To be determined	Developer funding and bids for public grant schemes	Led by HCC as Highways Authority, Hart DC, British Horse Society. Other organisations involved: Natural England; Parish Councils; Cyclists Touring Club; Landowners; Forestry Commission.
Hart CAP delivery - Strategic improvements to the rural network. Improving connectivity and sustainable transport.	2012-2023/4 (long term scheme)	To be determined	To be determined	To be determined	Developer funding	Led by HCC in partnership with Hart DC. Part of wider Hampshire CAP
Total Cost		To be determined	To be determined	To be determined		

Extra Care Schemes

Scheme Proposal	Indicative timescale for delivery	Total Cost/ indicative cost	Identified funding	Estimated funding shortfall	Proposed funding source(s) to meet shortfall	Commentary
Extra-Care housing provision - 221 units to meet needs in Hart District	Medium to Long Term (beyond 2022)	To be determined	To be determined	To be determined	HCC Capital programme, HCA, Hart DC, developer Funding	Demand for Extra-Care housing linked to projected growth in the over 75 population in the District. Schemes will be delivered in partnership with Hart DC, NHS Hampshire and private sector providers
Total Cost		To be determined	To be determined	To be determined		

Havant

New Homes

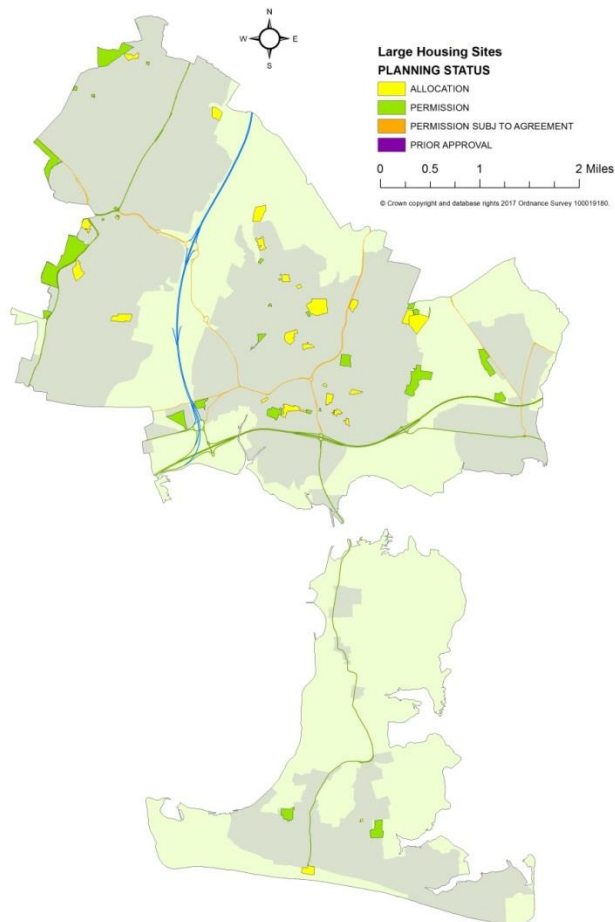


6,300

Major Sites

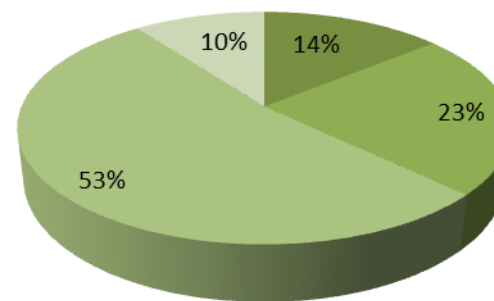


n/a



Infrastructure Summary Costs		Estimated Total Costs	Estimated Funding Shortfall
	Strategic Transport Schemes	£10,840,000	£10,840,000
	Other Transport Schemes	£17,553,000	£16,574,000
	Schools	£40,362,000	£34,000,000
	Social and Community Extra Care	To be determined	To be determined
	Countryside Schemes	£7,850,000	£6,150,000
	Waste Management	n/a	n/a
	Flood Risk Management	n/a	n/a
Total		£76,605,000	£67,564,000

Proportion of Overall Cost



- Strategic Transport Schemes
- Other Transport Schemes
- Schools
- Countryside Schemes

Hampshire Strategic Infrastructure Statement

Strategic Transport Schemes

Location	Scheme Proposal	Delivery Timescale	Funding Source	Estimated Cost	Identified Funding	Funding Shortfall
Purbrook Way/B2150 Hulbert Rd/asda roundabout - junction improvements with bus, ped and cycle facilities	Highway Scheme	S	S278/EF/DFT bids	£7,300,000		£7,300,000
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
Motorway - A3 (M) Junction 3 - part signalisation	Highway Scheme	S	S278	developer to construct		developer to construct
Hulbert Road/London Road roundabout - junction improvements	Highway Scheme	S	S278	developer to construct		developer to construct
Dunsbury Hill Farm - Strategic development site. East/west link road and new access junction plus bus gate to Woolston road.	Highway Scheme	M	S278	developer to construct		developer to construct
Cross- Borough Bus Rapid Transit and Havant to Portsmouth BRT	Public & Community Transport	M	CIL	£1,500,000		£1,500,000
Harts Farm Way/Southmoor Lane/Brookside Road - convert to traffic signalled junction to improve flows. Include ped and cycle facilities (Allocations SRTM junction modelling mitigation)	Highway Scheme	M	CIL	£2,000,000		£2,000,000
Subway under the A27 on the Tesco side, improvements to the footway gradient on the path between Tesco Solent Road and the new Pub at Langstone Technology park, to make it wheelchair compliant.	Walking scheme	M		£40,000		£40,000
Total Cost				£10,840,000	£0	£10,840,000

Non-strategic Transport Schemes

Transport Type	Delivery Timescale	Estimated Cost	Identified Funding	Funding Shortfall
Road Network and Traffic Schemes	Short Term (<5 years)	£680,000	£200,000	£480,000
	Medium Term (5-10 years)	£270,000	£30,000	£240,000
	Long Term (10+ years)	£300,000	£0	£300,000
Public Transport Schemes	Short Term (<5 years)	£1,420,000	£80,000	£1,340,000
	Medium Term (5-10 years)	£180,000	£0	£180,000
	Long Term (10+ years)	£1,010,000	£10,000	£1,000,000
Cycling and Walking Schemes	Short Term (<5 years)	£4,878,000	£194,000	£4,684,000
	Medium Term (5-10 years)	£2,400,000	£230,000	£2,170,000
	Long Term (10+ years)	£6,415,000	£235,000	£6,180,000
Total		£17,553,000	£979,000	£16,574,000

Hampshire Strategic Infrastructure Statement

Education/School Schemes

Scheme Proposal	Indicative timescale for delivery	Total Cost/ indicative cost	Identified funding	Estimated funding shortfall	Proposed funding source(s) to meet shortfall	Commentary
Emsworth Primary school - 105 places	Expansion for 2018	£1,851,000	£1,851,000	£0		Demand related to major housing development and associated pupil population growth.
Trosnant Infant and Junior Schools - 210 places	Expansion for 2018	£4,511,000	£4,511,000	£0		
West of Waterlooville/Berewood - new Primary at southern end - up to 420 places required	Provision for 2021 or later dependent on housing development	£10,000,000	£0	£10,000,000	Future developer funding	
Hayling Island - 210 places required	Provision for 2021 or later dependent on housing development	£4,000,000	£0	£4,000,000	Future developer funding	
Havant area – up to 1000 primary places required	Timing & location related to new housing within local plan	£20,000,000	£0	£20,000,000	Future developer funding	
Total Cost		£40,362,000	£6,362,000	£34,000,000		

Countryside Schemes

Scheme Proposal	Indicative timescale for delivery	Total Cost/ indicative cost	Identified funding	Estimated funding shortfall	Proposed funding source(s) to meet shortfall	Commentary
Identify and improve sustainable transport corridors to Sir George Staunton Country Park from Leigh Park and immediate conurbation of Havant	Medium to Long Term (beyond 2022)	£2,500,000	£0	£2,500,000	Developer funding, augmented by other public grant schemes	Led by HCC in partnership with PUSH; Natural England; Havant BC; Parish Councils; The Ramblers; British Horse Society; Cyclists Touring Club; Landowners; Forestry Commission
Staunton Country Park: Improve visitor facilities, increase visitor capacity and improve access to the heritage of the site.	2017-19	£5,200,000	£1,700,000	£3,500,000	£2.8m round one bid submitted to Parks for People	See Manor Farm Country Park. Connect local residents from surrounding housing estate, placing the park at the centre of their community
Havant CAP delivery - Strategic improvements to the rural network. Improving connectivity and sustainable transport.	Medium to Long Term (beyond 2022)	£150,000	£0	£150,000	Developer funding	Led by HCC in partnership with Havant BC, HCC Highways, Sustrans. This scheme is part of the Countryside Access Area South CAP Delivery project. <i>Funding shortfall to be reduced once amount of identified funding is known.</i>
Total Cost		£7,850,000	£1,700,000	£6,150,000		

Extra Care Schemes

Scheme Proposal	Indicative timescale for delivery	Total Cost/ indicative cost	Identified funding	Estimated funding shortfall	Proposed funding source(s) to meet shortfall	Commentary
Extra-Care housing provision - 435 units to meet needs in Havant Borough	Medium to Long Term (beyond 2022)	To be determined	To be determined	To be determined	HCC Capital programme, HCA, Havant BC, developer Funding	Demand for Extra-Care housing linked to projected growth in the over 75 population in the Borough. Schemes will be delivered in partnership with Havant BC, NHS Hampshire and private sector providers
50 unit Extra-Care scheme on Oak Park site	Short to Medium term (by 2017-2022)	To be determined	To be determined	To be determined	HCC Capital programme, HCA, Havant BC, developer Funding	
Total Cost		To be determined	To be determined	To be determined		

New Forest District (exc. NFNPA)

New Homes





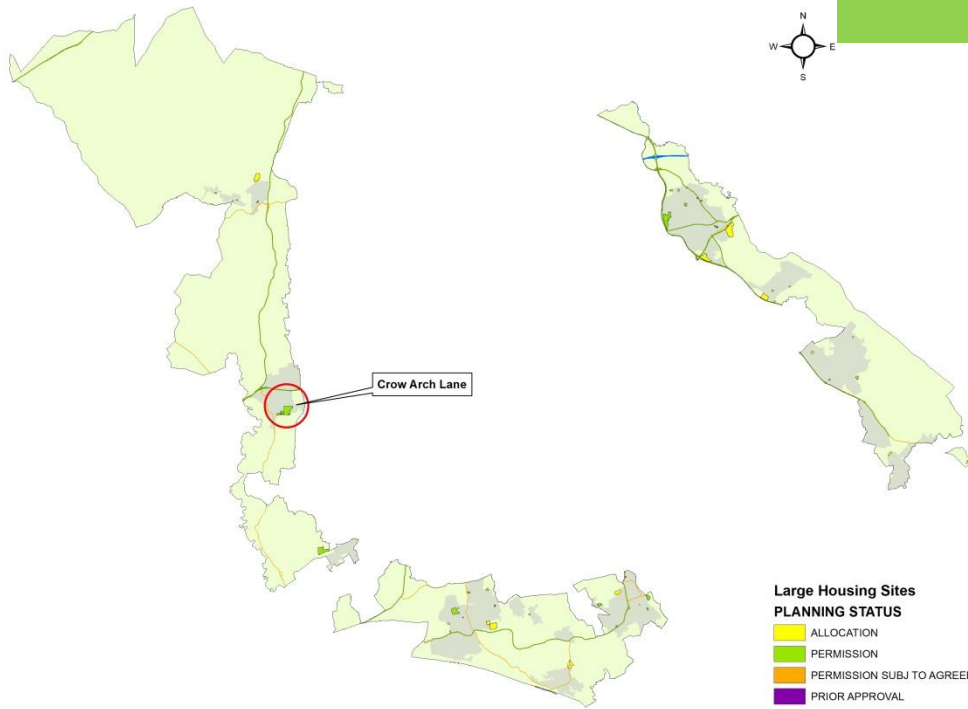
3,920

Major Sites



Crow Arch Lane (175)

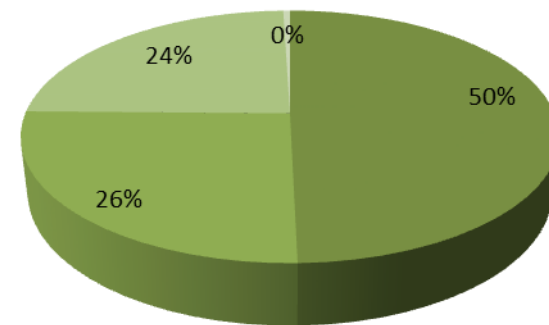
Infrastructure Summary Costs		Estimated Total Costs	Estimated Funding Shortfall
	Strategic Transport Schemes	£30,700,000	£30,700,000
	Other Transport Schemes	£15,865,721	£14,565,728
	Schools	£15,000,000	£15,000,000
	Social and Community Extra Care	To be determined	To be determined
	Countryside Schemes	£300,000	£260,000
	Waste Management	n/a	n/a
	Flood Risk Management	n/a	n/a
Total		£61,865,721	£60,525,728



0 1 2 4 Miles

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Proportion of Overall Cost



- Strategic Transport Schemes
- Other Transport Schemes
- Schools
- Countryside Schemes

Strategic Transport Schemes

Location	Scheme Proposal	Delivery Timescale	Funding Source	Estimated Cost	Identified Funding	Funding Shortfall
Highways England propose to provide an additional westbound lane on the A31 so that the existing slip lane from the A31/A338 roundabout creates a new running lane. This would require the closure of West Street access onto A31.	Highway Scheme	M		£11,700,000	tbc	£11,700,000
Reinstatement of Waterside Passenger Rail Line connecting Fawley, Marchwood Hythe and Totton	Public & Community Transport	L		Tbc	Tbc	Tbc
New railway station - adjacent New Road car park including pedestrian/cycle link to School Road	Walking & Cycling	L		£15,000,000	£0	£15,000,000
The builder's yard adjoining St John's Street car park is allocated for an extension to the car park to replace public car parking lost in New Road car park, in the event of the proposed rail station being developed.	Parking Control & Management	L		Tbc	Tbc	Tbc
The premises fronting the New Road car park is allocated for an extension to the car park to replace public car parking lost in New Road car park, in the event of the proposed rail station being developed.	Parking Control & Management	L		Tbc	Tbc	Tbc
Plantation Drive: New railway station £15m (TD) for the reintroduction of passenger services on the Waterside branch line	Public & Community Transport	L		Tbc	Tbc	Tbc
Hounslow New Station £15m (TD) for the reintroduction of passenger services on the Waterside branch line	Public & Community Transport	L		tbc	tbc	tbc
Totton Western Bypass: A35 - Michigan Way Junction to Cocklydown Lane junction: junction improvements Totton Western Bypass: Junction improvements on the A326, including signalisation at the junctions with Ringwood Road and Fletchwood Lane and enhancements to existing layouts at remaining junctions.	Highway Scheme	L		£4,000,000	£0	£4,000,000
Total Cost				£30,700,000	£0	£30,700,000

Hampshire Strategic Infrastructure Statement

Non-strategic Transport Schemes

Transport Type	Delivery Timescale	Estimated Cost	Identified Funding	Funding Shortfall
Road Network and Traffic Schemes	Short Term (<5 years)	£861,789	£259,762	£602,027
	Medium Term (5-10 years)	£839,000	£39,004	£799,996
	Long Term (10+ years)	£3,996,600	£154,627	£3,841,973
Public Transport Schemes	Short Term (<5 years)	£166,000	£165,145	£855
	Medium Term (5-10 years)	£41,450	£0	£41,450
	Long Term (10+ years)	£912,400	£43,075	£869,325
Cycling and Walking Schemes	Short Term (<5 years)	£450,632	£225,581	£225,051
	Medium Term (5-10 years)	£501,150	£29,476	£471,674
	Long Term (10+ years)	£8,096,700	£383,323	£7,713,377
Total		£15,865,721	£1,299,993	£14,565,728

Education/School Schemes

Scheme Proposal	Indicative timescale for delivery	Total Cost/ indicative cost	Identified funding	Estimated funding shortfall	Proposed funding source(s) to meet shortfall	Commentary
Totton / Lymington / New Milton areas – up to 750 primary places required ?	Timing, number & location related to new housing within draft local plan	£15,000,000	£0	£15,000,000	Future developer funding	Demand related to major housing development and associated pupil population growth.
Total Cost		£15,000,000	£0	£15,000,000		

Countryside Schemes

Scheme Proposal	Indicative timescale for delivery	Total Cost/ indicative cost	Identified funding	Estimated funding shortfall	Proposed funding source(s) to meet shortfall	Commentary
New Forest CAP delivery - Strategic improvements to the rural network. Improving connectivity and sustainable transport.	Medium to Long Term (beyond 2022)	£300,000	£40,000	£260,000	Developer funding	Led by HCC in partnership with Forestry Commission, NFDC, HCC Highways, Sustrans. This scheme is part of the Countryside Access Area South CAP Delivery project.
Total Cost		£300,000	£40,000	£260,000		

Extra Care Schemes

Scheme Proposal	Indicative timescale for delivery	Total Cost/ indicative cost	Identified funding	Estimated funding shortfall	Proposed funding source(s) to meet shortfall	Commentary
Extra-Care housing provision - 610 units to meet needs in New Forest District	Medium to Long Term (beyond 2022)	To be determined	To be determined	To be determined	HCC Capital programme, HCA, New Forest DC, developer Funding	Demand for Extra-Care housing linked to projected growth in the over 75 population in the District. Schemes will be delivered in partnership with New Forest DC, NHS Hampshire and private sector providers
Extra-Care scheme in New Milton - 80 units	Short to Medium term (by 2017-2022)	To be determined	To be determined	To be determined	HCC Capital programme, HCA, New Forest DC, developer Funding	
Total Cost		To be determined	To be determined	To be determined		

New Forest National Park

New Homes










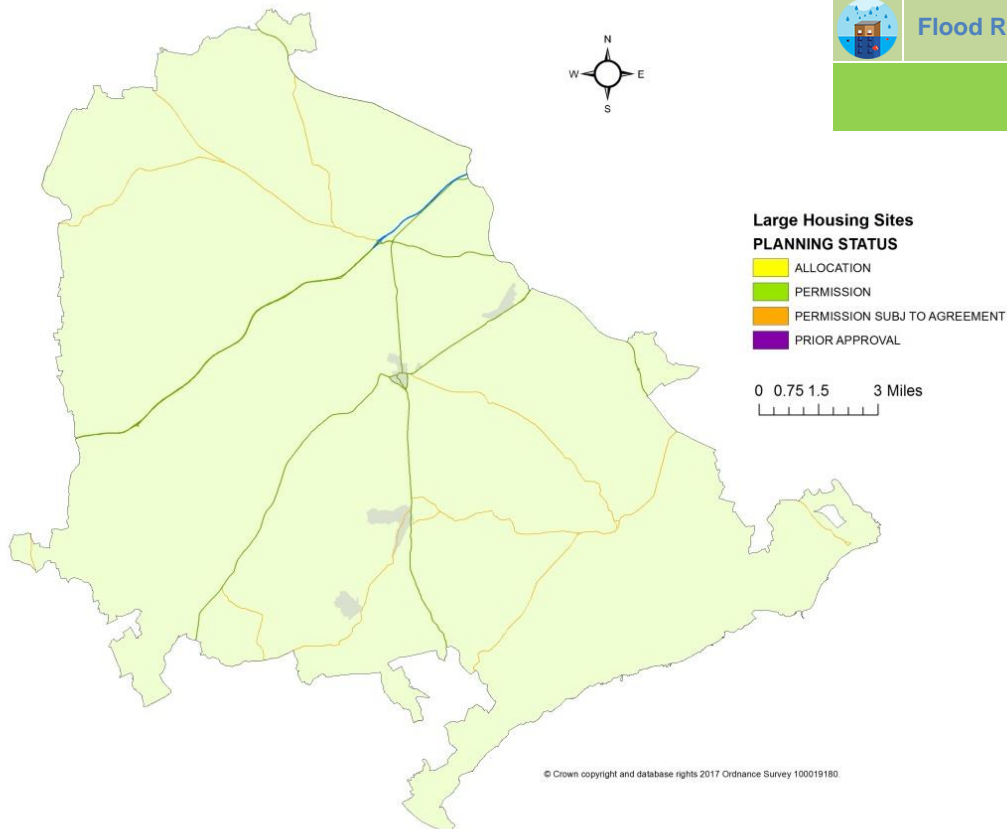
220

Major Sites

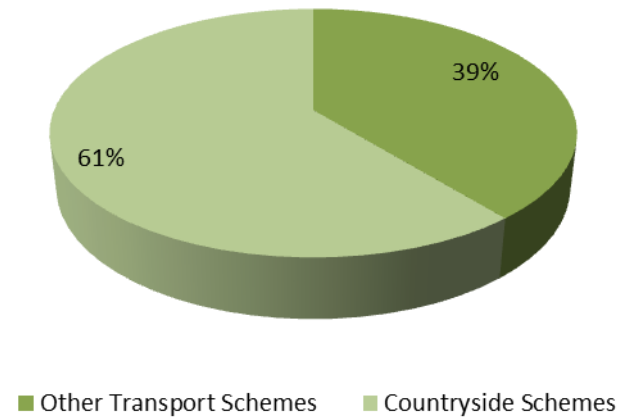


n/a

Infrastructure Summary Costs		Estimated Total Costs	Estimated Funding Shortfall
	Strategic Transport Schemes	n/a	n/a
	Other Transport Schemes	£2,853,500	£2,853,500
	Schools	n/a	n/a
	Social and Community Extra Care	To be determined	To be determined
	Countryside Schemes	£4,450,000	£2,150,000
	Waste Management	n/a	n/a
	Flood Risk Management	n/a	n/a
Total		£7,303,500	£5,003,500



Proportion of Overall Cost



Hampshire Strategic Infrastructure Statement

Non-strategic Transport Schemes	Transport Type	Delivery Timescale	Estimated Cost	Identified Funding	Funding Shortfall
	Road Network and Traffic Schemes	Short Term (<5 years)	£140,000	£0	£140,000
		Medium Term (5-10 years)	£455,000	£0	£455,000
		Long Term (10+ years)	£700,000	£0	£700,000
	Public Transport Schemes	Short Term (<5 years)	£1,500		£1,500
		Medium Term (5-10 years)	£363,000	£0	£363,000
		Long Term (10+ years)	£90,000	£0	£90,000
	Cycling and Walking Schemes	Short Term (<5 years)	£161,000	£0	£161,000
		Medium Term (5-10 years)	£388,000	£0	£388,000
		Long Term (10+ years)	£555,000	£0	£555,000
Total			£2,853,500	£0	£2,853,500

Countryside Schemes	Scheme Proposal	Indicative timescale for delivery	Total Cost/ indicative cost	Identified funding	Estimated funding shortfall	Proposed funding source(s) to meet shortfall	Commentary
	Lepe Country Park, Blackfield. To re-site and replace the visitor facilities comprising community & education facilities, café, toilets etc. as part of coastal adaptation plan.	Short to medium term (2013-2017/18)	£3,200,000	£2,300,000	£900,000	HCC Capital programme, NFNPA	Recognised in NFNPA Plan as having potential to relieve pressure off the New Forest National Park. Led by HCC in partnership with NFNPA, New Forest DC, landowners and others.
	Lepe Country Park – road crossing to join beach with nature reserve	To be determined	£500,000	£0	£500,000		
	New Forest Community Routes	To be determined	£750,000	£0	£750,000	HCC Capital Programme, Forestry Commission and NFNPA	Deliver a number of key off-road links between tourist attractions and population centres
Total Cost			£4,450,000	£2,300,000	£2,150,000		

Hampshire Strategic Infrastructure Statement

Extra Care Schemes

Scheme Proposal	Indicative timescale for delivery	Total Cost/ indicative cost	Identified funding	Estimated funding shortfall	Proposed funding source(s) to meet shortfall	Commentary
Extra-Care housing provision - 163 units to meet needs in National Park	Medium to Long Term (beyond 2022)	To be determined	To be determined	To be determined	HCC Capital programme, HCA, NFNPA, developer Funding	Demand for Extra-Care housing linked to projected growth in the over 75 population in the National Park. Schemes will be delivered in partnership with NFNPA, NHS Hampshire and private sector providers
Total Cost		To be determined	To be determined	To be determined		

Rushmoor Borough

New Homes

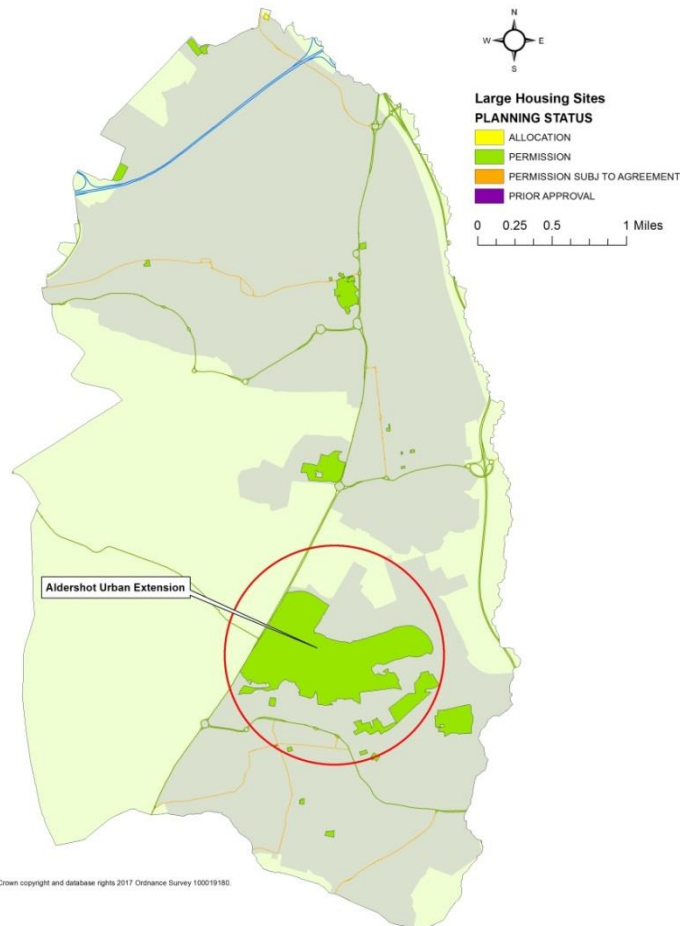


6,350

Major Sites



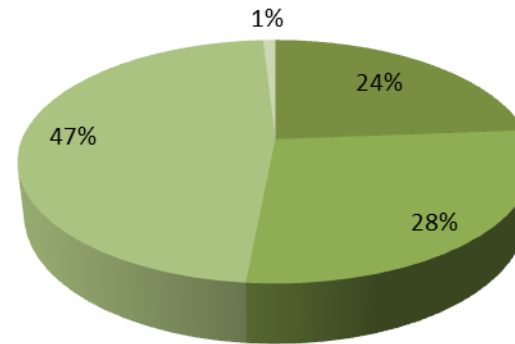
Aldershot Urban Extension
(3,850)



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Infrastructure Summary Costs		Estimated Total Costs	Estimated Funding Shortfall
	Strategic Transport Schemes	£25,950,000	£15,800,000
	Other Transport Schemes	£30,275,000	£23,400,000
	Schools	£51,900,000	£19,400,000
	Social and Community Extra Care	To be determined	To be determined
	Countryside Schemes	To be determined	To be determined
	Waste Management	£1,000,000	£1,000,000
	Flood Risk Management	n/a	n/a
Total		£109,125,000	£59,600,000

Proportion of Overall Cost



- Strategic Transport Schemes
- Other Transport Schemes
- Schools
- Waste Schemes

Hampshire Strategic Infrastructure Statement

Strategic Transport Schemes

Location	Scheme Proposal	Delivery Timescale	Funding Source	Estimated Cost	Identified Funding	Funding Shortfall
A3011 Lynchford Road Corridor between A325 and A331(BVR), Farnborough	A3011 Corridor Improvements:a) online Lynchford Road A3011; b) A3011 / Redvers Buller Rd.	S	Aldershot Urban Extension (AUE), S106, S278	£3,500,000	£0	£3,500,000
Queens roundabout: A325/A3011	Signalise and improve Queens roundabout: the junction of the A3011 and A325.	S	Developer funding, Growing Places Funding	£5,300,000	£5,300,000	£0
A325 Corridor between Queens Rdbt and Bradfords Rdbt & Sulzers rdbt on the A327	A325 Corridor Improvements between Queens & Bradford rdbts including: a) Pinehurst rdbt; b) Clockhouse rdbt; c) Ham & Blackbird gyratory; d) Prospect Ave signals ; e) Bradfords rdbt; f) A325 online improvements g) A327 Sulzers rdbt.	S	Developer, S106	£3,000,000	£2,000,000	£1,000,000
M3 Junctions 4 & 4A	Access improvements to M3 Junctions 4 & 4A. J4 to A331 and J4A to A327 including Summit Ave and the junction with Kennels Lane.	S	Hartlands Park dev't S278 £1200. Further works & S106 or S278	£5,000,000	£1,200,000	£3,800,000
M3 Online between Junctions 4 & 4A	Online improvements and at Junctions 4 & 4A on & off slip roads	S	Highways Agency	£3,000,000	not known	£3,000,000
Bradfords Roundabout to Prospect Avenue	Corridor Improvements between BVR Link arm of Bradfords Roundabout to A325/Prospect Avenue junction. Split from TS ref RBC0003	S	Developer contributions and LTP	£150,000	£150,000	£0
A331 East of Aldershot	A331/ Government House Rd new junction with northbound slip roads.	M	LTB and AUE, developer funding, S106, S278	£6,000,000	£1,500,000	£4,500,000
Total Cost				£25,950,000	£10,150,000	£15,800,000

Hampshire Strategic Infrastructure Statement

Non-strategic Transport Schemes

Transport Type	Delivery Timescale	Estimated Cost	Identified Funding	Funding Shortfall
Road Network and Traffic Schemes	Short Term (<5 years)	£3,313,000	£796,000	£2,517,000
	Medium Term (5-10 years)	£2,627,000	£10,000	£2,617,000
	Long Term (10+ years)	£1,220,000	£0	£1,220,000
Public Transport Schemes	Short Term (<5 years)	£1,180,000	£350,000	£830,000
	Medium Term (5-10 years)	£1,990,000	£400,000	£1,590,000
	Long Term (10+ years)	£4,900,000	£0	£4,900,000
Cycling and Walking Schemes	Short Term (<5 years)	£9,942,000	£5,294,000	£4,648,000
	Medium Term (5-10 years)	£2,775,000	£25,000	£2,750,000
	Long Term (10+ years)	£2,328,000	£0	£2,328,000
Total		£30,275,000	£6,875,000	£23,400,000

Education/School Schemes

Scheme Proposal	Indicative timescale for delivery	Total Cost/ indicative cost	Identified funding	Estimated funding shortfall	Proposed funding source(s) to meet shortfall	Commentary
Linden Education Centre	Relocation and expansion for June 2017	£5,500,000	£5,500,000	£0		
Aldershot Urban Extension (Wellesley) Western School - 630 places - Phase 1: 420 places	Phase 1 provided for 2018	£9,400,000	£9,400,000	£0		Demand for places related to Wellesley housing development in the area and associated pupil population growth
Up to 300 secondary places for Farnborough/Cove/Aldershot area	Provided for 2022 or later	£12,000,000	£11,500,000	£500,000	DfE Basic Need & HCC capital funding	Pressure related to recently permitted new housing development in the borough and pupil population growth.
Aldershot Urban Extension (Wellesley) Eastern School - new 420 place primary school	Dependent on delivery and occupation of Wellesley - estimated 2022 or later	£10,000,000	£6,100,000	£3,900,000	DfE Basic Need & HCC capital funding	Demand for places related to Wellesley housing development in the area and associated pupil population growth
Rushmoor areas – up to 660 primary places required	Timing, number & location related to new housing within draft local plan	£15,000,000	£0	£15,000,000	Future developer funding	Demand related to major housing development and associated pupil population growth.
Total Cost		£51,900,000	£32,500,000	£19,400,000		

Countryside Schemes

Scheme Proposal	Indicative timescale for delivery	Total Cost/ indicative cost	Identified funding	Estimated funding shortfall	Proposed funding source(s) to meet shortfall	Commentary
Rushmoor Countryside Access Plan (CAP) delivery. Strategic improvements to the rural network. Improving connectivity and sustainable transport.	Medium to Long Term (beyond 2022)	To be determined	To be determined	To be determined	Developer funding	Led by HCC in partnership with Rushmoor BC. Part of wider Hampshire Countryside Access Plan (CAP).
Total Cost		To be determined	To be determined	To be determined		

Waste Management Schemes

Scheme Proposal	Indicative timescale for delivery	Total Cost/ indicative cost	Identified funding	Estimated funding shortfall	Proposed funding source(s) to meet shortfall	Commentary
Relocation of Aldershot's Household Waste Recycling Centre to provide a new split-level HWRC at Wellesley.	Medium to Long Term (beyond 2022)	£1,000,000	£0	£1,000,000	HCC capital budget (subject to budget allocations). 20% through developer funding associated with Wellesley.	This scheme will be delivered by HCC as the Waste Disposal Authority. It will replace the existing single level HWRC in Aldershot which is at operational capacity and will be overwhelmed by new demand created by Wellesley.
Total Cost		£1,000,000	£0	£1,000,000		

Extra Care Schemes

Scheme Proposal	Indicative timescale for delivery	Total Cost/ indicative cost	Identified funding	Estimated funding shortfall	Proposed funding source(s) to meet shortfall	Commentary
Extra-Care housing provision - 43 units to meet needs in the borough	Medium to Long Term (beyond 2022)	To be determined	To be determined	To be determined	HCC Capital programme, HCA, Rushmoor BC, developer Funding	Demand for Extra-Care housing linked to projected growth in the over 75 population in the Borough. Schemes will be delivered in partnership with Rushmoor BC, NHS Hampshire and private sector providers
Farnborough Queensgate Extra-Care scheme - 102 units	Short to Medium term (by 2017-2022)	To be determined	To be determined	To be determined	HCC Capital programme, HCA, Rushmoor BC, developer Funding	
Wellesley Extra-Care scheme - up to 100 units	Medium to Long Term (beyond 2022)	To be determined	To be determined	To be determined	HCC Capital programme, HCA, Rushmoor BC, developer Funding	site to be secured as part of the wider development proposals
Total Cost		To be determined	To be determined	To be determined		

South Downs National Park

New Homes



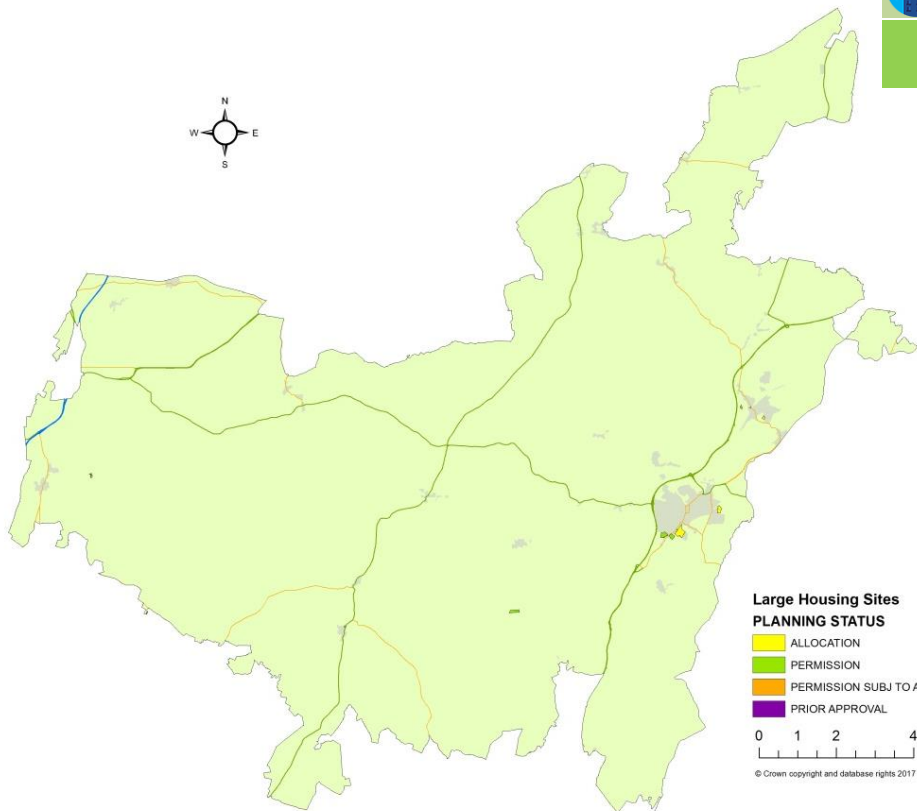
10,600

Joint Core Strategy with SDNPA

Major Sites

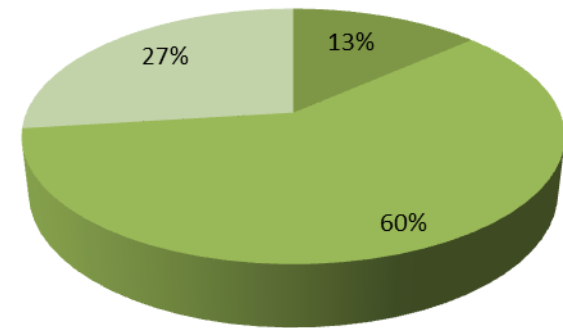


n/a



Infrastructure Summary Costs		Estimated Total Costs	Estimated Funding Shortfall
	Strategic Transport Schemes	£2,000,000	£2,000,000
	Other Transport Schemes	£8,825,000	£8,765,000
	Schools	n/a	n/a
	Social and Community Extra Care	To be determined	To be determined
	Countryside Schemes	£4,000,000	£3,000,000
	Waste Management	n/a	n/a
	Flood Risk Management	n/a	n/a
Total		£14,825,000	£13,765,000

Proportion of Overall Cost



■ Strategic Transport Schemes
 ■ Other Transport Schemes
■ Countryside Schemes

Hampshire Strategic Infrastructure Statement

Strategic Transport Schemes

Location		Scheme Proposal	Delivery Timescale	Funding Source	Estimated Cost	Identified Funding	Funding Shortfall
North of Liss: Ham Barn Roundabout, junction of A3 with B3006	Work with HA to address last remaining at-grade junction on the A3	Highway Scheme	S	HA	£2,000,000	0	£2,000,000
Total Cost					£2,000,000	0	£2,000,000

Non-strategic Transport Schemes

Transport Type	Delivery Timescale	Estimated Cost	Identified Funding	Funding Shortfall
Road Network and Traffic Schemes	Short Term (<5 years)	£500,000	£0	£500,000
	Medium Term (5-10 years)	£565,000	£0	£565,000
	Long Term (10+ years)	£497,000	£0	£497,000
Public Transport Schemes	Short Term (<5 years)	£1,000,000	£0	£1,000,000
	Medium Term (5-10 years)	£113,000	£10,000	£103,000
	Long Term (10+ years)	£2,015,000	£0	£2,015,000
Cycling and Walking Schemes	Short Term (<5 years)	£1,090,000	£50,000	£1,040,000
	Medium Term (5-10 years)	£2,535,000	£0	£2,535,000
	Long Term (10+ years)	£510,000	£0	£510,000
Total		£8,825,000	£60,000	£8,765,000

Hampshire Strategic Infrastructure Statement

Countryside Schemes

Scheme Proposal	Indicative timescale for delivery	Total Cost/ indicative cost	Identified funding	Estimated funding shortfall	Proposed funding source(s) to meet shortfall	Commentary
Improve visitor facilities and capacity at Queen Elizabeth Country Park, Clanfield.	Short Term (by 2017)	£2,000,000	£1,000,000	£1,000,000	Potential £250,000 contribution from South Downs National Park Authority	Hampshire County Council in partnership with Forestry Commission and SDNPA. Led by HCC. Forestry Commission and South Downs National Park are also involved.
Petersfield to Midhurst – off road cycle link. Links Midhurst and SDNPA headquarters with nearest (crow flies) station to provide access to the heart of the National Park by sustainable means and tourism hub of Midhurst.	To be determined	tbc	tbc	tbc	SDNPA, Sustainable Communities fund, developer funding	Led by HCC, West Sussex CC, SDNPA in partnership with volunteer groups. Consultants currently being appointed for feasibility study.
Sustainable transport corridors to Queen Elizabeth Country Park- Identify and improve sustainable transport corridors to Queen Elizabeth Country Park from Clanfield, Buriton and Petersfield.	Medium to Long Term (beyond 2022)	£2,000,000	£0	£2,000,000	Developer funding, augmented by other public grant schemes	Led by HCC in partnership with Natural England; SDNPA; District Councils; Parish Councils; The Ramblers; British Horse Society; Cyclists Touring Club; Landowners; Forestry Commission.
Total Cost		£4,000,000	£1,000,000	£3,000,000		

Extra Care Schemes

Scheme Proposal	Indicative timescale for delivery	Total Cost/ indicative cost	Identified funding	Estimated funding shortfall	Proposed funding source(s) to meet shortfall	Commentary
Extra-Care housing provision - 123 units to meet needs in National Park	Medium to Long Term (beyond 2022)	To be determined	To be determined	To be determined	HCC Capital programme, HCA, SDNPA, developer Funding	Demand for Extra-Care housing linked to projected growth in the over 75 population in the National Park. Schemes will be delivered in partnership with SDNPA, NHS Hampshire and private sector providers
Petersfield Extra-Care scheme - 60 units	Short to Medium term (by 2017-2022)	To be determined	To be determined	To be determined	HCC Capital programme, HCA, SDNPA, developer Funding	
Total Cost		To be determined	To be determined	To be determined		

Test Valley

New Homes

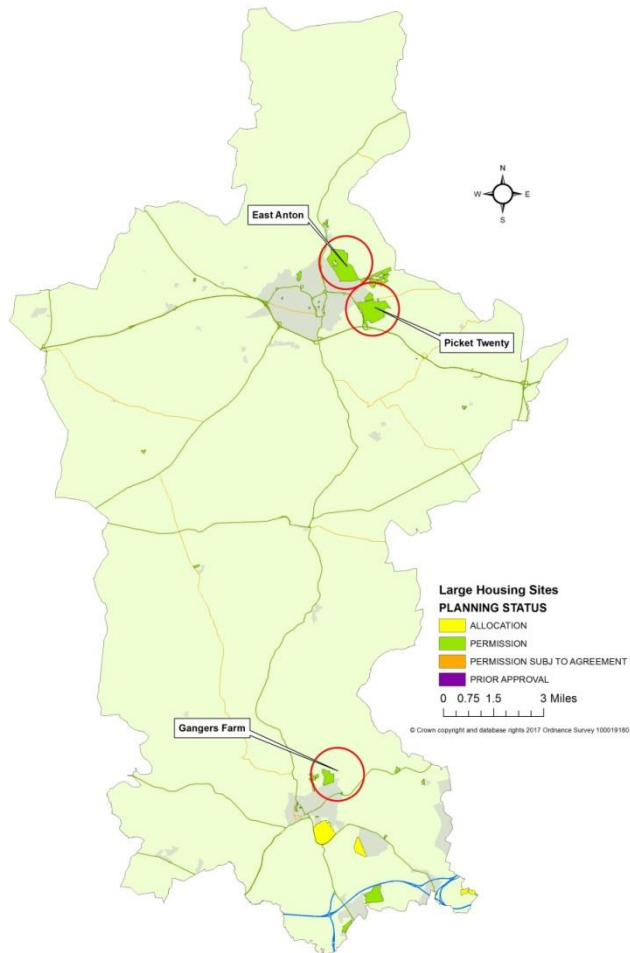


10,584

Major Sites

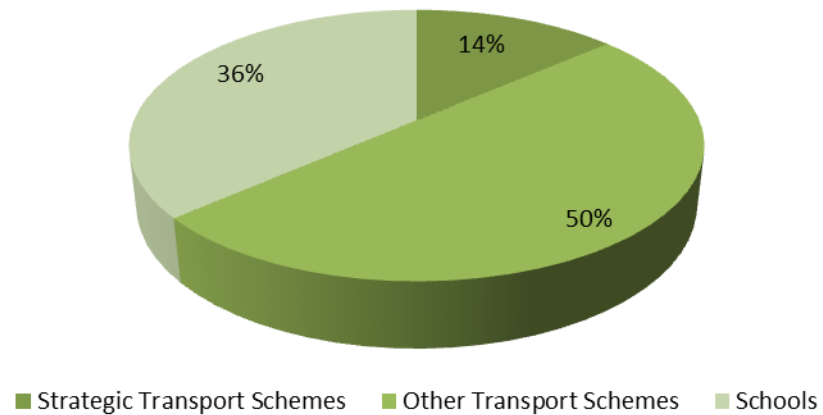


East Anton (2,500)
Picket Twenty (500)
Ganger Farm (275)



Infrastructure Summary Costs		Estimated Total Costs	Estimated Funding Shortfall
	Strategic Transport Schemes	£10,500,000	£7,000,000
	Other Transport Schemes	£38,415,000	£25,313,000
	Schools	£28,004,000	£12,250,000
	Social and Community Extra Care	To be determined	To be determined
	Countryside Schemes	To be determined	To be determined
	Waste Management	n/a	n/a
	Flood Risk Management	n/a	n/a
Total		£76,919,000	£44,563,000

Proportion of Overall Cost



Hampshire Strategic Infrastructure Statement

Strategic Transport Schemes

Location	Scheme Proposal	Delivery Timescale	Funding Source	Estimated Cost	Identified Funding	Funding Shortfall
Nursling & Rownhams- Junction 1 of M271	Signalise junction to better manage traffic and provide facilities for cyclists and pedestrians	S	S106	£1,500,000	£1,500,000	£0
M27 Junction 3	Widening of junction circulatory, including completion of signalisation to better manage access to/from motorway	M	Pinch Point	£3,000,000	£2,000,000	£1,000,000
Improvement of access from A34/A30 on slip road A303 West at Bullington Cross	Improvement of access from A34/A30 on slip road A303 West at Bullington Cross to reduce dangerous back-up of traffic, particularly at peak time	M	Pinch Point	£3,000,000	£0	£3,000,000
Brownhill Way Adanac	Park & Ride	L	S106	£3,000,000	£0	£3,000,000
Total Cost				£10,500,000	£3,500,000	£7,000,000

Non-strategic Transport Schemes

Transport Type	Delivery Timescale	Estimated Cost	Identified Funding	Funding Shortfall
Road Network and Traffic Schemes	Short Term (<5 years)	£7,208,000	£4,750,000	£2,458,000
	Medium Term (5-10 years)	£3,938,000	£1,089,000	£2,849,000
	Long Term (10+ years)	£2,980,000	£0	£2,980,000
Public Transport Schemes	Short Term (<5 years)	£4,090,500	£4,019,000	£71,500
	Medium Term (5-10 years)	£1,193,000	£3,000	£1,190,000
	Long Term (10+ years)	£1,080,000	£500,000	£580,000
Cycling and Walking Schemes	Short Term (<5 years)	£7,420,500	£2,182,000	£5,238,500
	Medium Term (5-10 years)	£6,965,000	£496,000	£6,469,000
	Long Term (10+ years)	£3,540,000	£63,000	£3,477,000
Total		£38,415,000	£13,102,000	£25,313,000

Hampshire Strategic Infrastructure Statement

Education/School Schemes

Scheme Proposal	Indicative timescale for delivery	Total Cost/ indicative cost	Identified funding	Estimated funding shortfall	Proposed funding source(s) to meet shortfall	Commentary
East Anton - New Primary school – 420 places	Provided for 2017/18	£10,250,000	£7,000,000	£3,250,000	DfE Free Schools Programme	Demand for places related to housing developments in the area and associated pupil population growth
North Baddesley Infant and Junior Schools - 210 places	Expansion for 2018	£3,959,000	£3,959,000	£0		
Rownhams St Johns CE Primary School - 35 places	Expansion for 2018	£665,000	£665,000	£0		
Romsey Primary School - 210 places	Expansion for 2018	£2,799,000	£2,799,000	£0		
Pilgrims Cross CE Primary - 105 places	Provided for 2019	£1,331,000	£1,331,000	£0		
Lower Whitenap -New Primary school - 420 places - to cover proposed development area	Timing related to new housing within local plan	£9,000,000	£0	£9,000,000	Developer funding	
Total Cost		£28,004,000	£15,754,000	£12,250,000		

Countryside Schemes

Scheme Proposal	Indicative timescale for delivery	Total Cost/ indicative cost	Identified funding	Estimated funding shortfall	Proposed funding source(s) to meet shortfall	Commentary
Test Valley Landscape Partnership Project- Improvements to the landscape features and access to these landscape features along the Test Valley.	Medium Term (by 2022)	To be determined	To be determined	To be determined	HCC Capital funding and developer funding	Access Element of providing access to the landscape features of the Test Valley Led by HIOW Wildlife Trust, HCC, Test Valley BC, Natural England, Environment Agency. Covers Test Valley, Whitchurch, Stockbridge and Totton areas. Basingstoke & Deane Borough Council is also involved as a neighbouring authority. Romsey Society is also involved. Specifically look at improvements to the Test Way to make it more accessible and the spine of a link along the Test valley, create circulars around Test Way.
Test Valley CAP Delivery- Strategic improvements to the rural network.	Medium to Long Term (beyond 2022)	To be determined	To be determined	To be determined	Developer funding, HCC Countryside Service funding and funding partner	Improving connectivity and sustainable transport. Led by HCC in partnership with Test Valley BC. Part of wider Hampshire Countryside Access Plan (CAP)
Total Cost		To be determined	To be determined	To be determined		

Extra Care Schemes

Scheme Proposal	Indicative timescale for delivery	Total Cost/ indicative cost	Identified funding	Estimated funding shortfall	Proposed funding source(s) to meet shortfall	Commentary
Extra-Care housing provision - 326 units to meet needs in Test Valley Borough.	Medium to Long Term (beyond 2022)	To be determined	To be determined	To be determined	HCC Capital programme, HCA, Test Valley BC, developer Funding	Demand for Extra-Care housing linked to projected growth in the over 75 population in the Borough. Schemes will be delivered in partnership with Test Valley BC, NHS Hampshire and private sector providers
Romsey extra-Care scheme - 50 units	Short to Medium term (by 2017-2022)	To be determined	To be determined	To be determined	HCC Capital programme, HCA, Test Valley BC, developer Funding	
Total Cost		To be determined	To be determined	To be determined		

Winchester City (exc. SDNPA)

New Homes

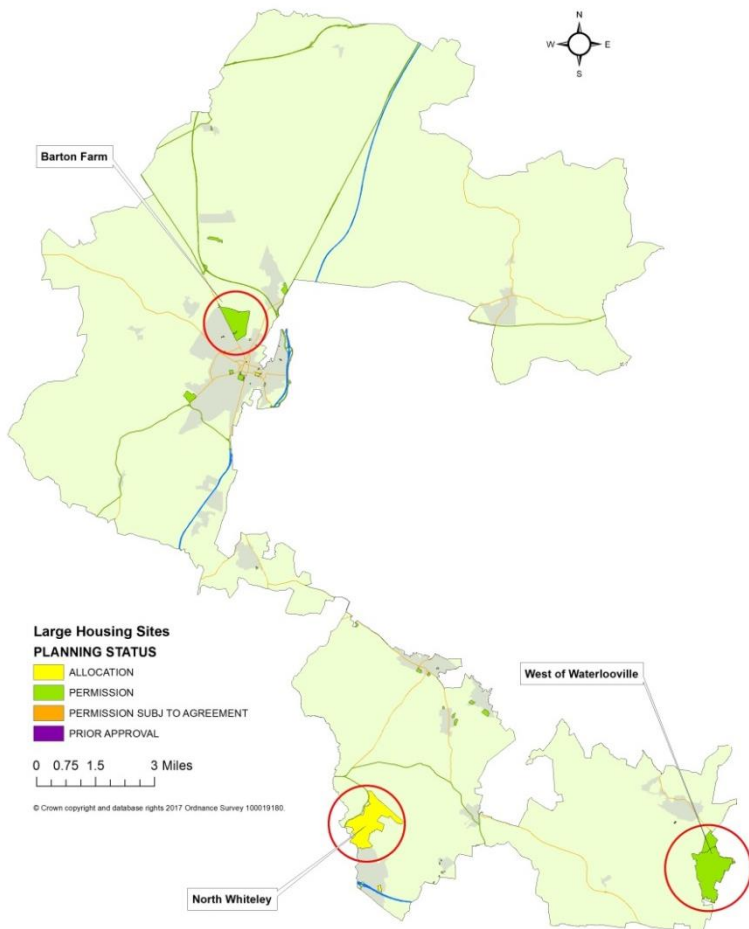


12,500

Major Sites

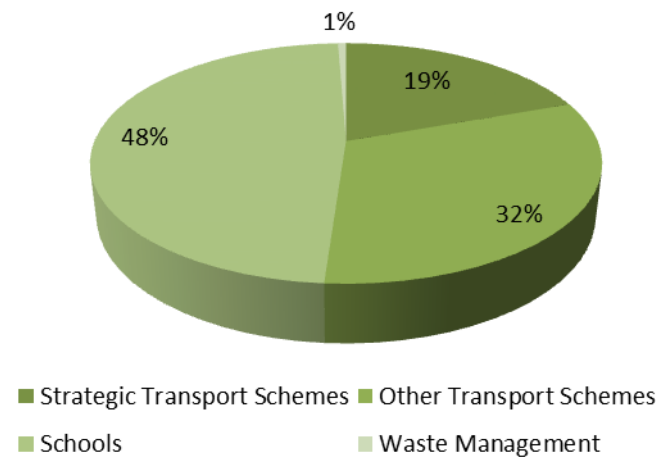


North Whiteley (3,500)
Barton Farm (2000)
West of Waterlooville (1,500)



Infrastructure Summary Costs		Estimated Total Costs	Estimated Funding Shortfall
	Strategic Transport Schemes	£32,000,000	£32,000,000
	Other Transport Schemes	£51,674,500	£49,591,500
	Schools	£78,976,000	£18,758,000
	Social and Community Extra Care	To be determined	To be determined
	Countryside Schemes	To be determined	To be determined
	Waste Management	£1,000,000	£914,500
	Flood Risk Management	n/a	n/a
Total		£163,650,500	£101,264,000

Proportion of Overall Cost



Hampshire Strategic Infrastructure Statement

Strategic Transport Schemes	Location	Scheme Proposal	Delivery Timescale	Funding Source	Estimated Cost	Identified Funding	Funding Shortfall
	M27 Junction 9	Major Highway Improvements to improve capacity and improve sustainable transport options at the junction	M	HA/EF	£2,000,000	0	£2,000,000
	M3 Junction 9	Major Highway Improvements	L	Growing Places	£30,000,000	0	£30,000,000
	Total Cost				£32,000,000	£0	£32,000,000

Non-strategic Transport Schemes	Transport Type	Delivery Timescale	Estimated Cost	Identified Funding	Funding Shortfall
	Road Network and Traffic Schemes	Short Term (<5 years)	£880,000	£525,000	£355,000
		Medium Term (5-10 years)	£1,845,000	£230,000	£1,615,000
		Long Term (10+ years)	£38,205,000	£0	£38,205,000
	Public Transport Schemes	Short Term (<5 years)	£605,000	£255,000	£350,000
		Medium Term (5-10 years)	£525,000	£0	£525,000
		Long Term (10+ years)	£418,000	£0	£418,000
	Cycling and Walking Schemes	Short Term (<5 years)	£2,310,000	£1,045,000	£1,265,000
		Medium Term (5-10 years)	£2,931,500	£28,000	£2,903,500
		Long Term (10+ years)	£3,955,000	£0	£3,955,000
Total			£51,674,500	£2,083,000	£49,591,500

Hampshire Strategic Infrastructure Statement

Education/School Schemes

Scheme Proposal	Indicative timescale for delivery	Total Cost/ indicative cost	Identified funding	Estimated funding shortfall	Proposed funding source(s) to meet shortfall	Commentary
Barton Farm - New Primary school - 420 places	Provided for 2018	£8,600,000	£8,600,000	£0		Demand for places related to housing developments in the area and associated pupil population growth
Bishops Waltham Infant & Junior Schools - 210 places	Expansion for 2018	£3,376,000	£3,376,000	£0		
North Whiteley - relocation of Cornerstones CE Primary School - total of 420 places	Relocation for 2020	£11,000,000	£11,000,000	£0	DfE & HCC Capital funding	
Colden Common Primary School – 105 places	Expansion for 2020	£2,000,000	£722,000	£1,278,000	Developer funding & HCC capital funding	
Sun Hill Infant & Junior Schools - 210 places	Expansion for 2020 or later	£5,000,000	£0	£5,000,000	Developer funding & HCC capital funding	
North Whiteley – New Secondary School – up to 1350 places	Provided for 2021 or later	£32,000,000	£22,700,000	£9,300,000	DfE & HCC Capital funding	
Henry Beaufort School - 150 secondary places	Expansion for 2021	£3,000,000	£3,000,000	£0		
St Johns CE Primary School - 105 places	Expansion for 2021 or later, dependent on housing development	£2,000,000	£0	£2,000,000	Developer funding & HCC capital funding	
North Whiteley - New Primary Schools - 630 places	Provided for 2021 or later, dependent on housing development	£12,000,000	£10,820,000	£1,180,000	DfE & HCC Capital funding	
Total Cost		£78,976,000	£60,218,000	£18,758,000		

Countryside Schemes

Scheme Proposal	Indicative timescale for delivery	Total Cost/ indicative cost	Identified funding	Estimated funding shortfall	Proposed funding source(s) to meet shortfall	Commentary
Winchester CAP Delivery- Strategic improvements to the rural network. Improving connectivity and sustainable transport. Led by HCC in partnership with Winchester CC and SDNPA.	Medium to Long Term (beyond 2022)	To be determined	To be determined	To be determined	Proportion from secured S106 funding, HCC Countryside Service funding and partner funding.	Part of wider Hampshire Countryside Access Plan (CAP)
Total Cost		To be determined	To be determined	To be determined		

Hampshire Strategic Infrastructure Statement

Waste Management Schemes

Scheme Proposal	Indicative timescale for delivery	Total Cost/ indicative cost	Identified funding	Estimated funding shortfall	Proposed funding source(s) to meet shortfall	Commentary
New HWRC to support the new communities at Welborne, North Whiteley, Hedge End and associated catchment area.	Medium to Long Term (beyond 2022)	£1,000,000	£85,500	£914,500	developer funding (to be negotiated)	HWRC required to meet increased demands from new housing development at Welborne, North Whiteley and Hedge End as the existing local HWRCs will not have the capacity to accommodate demand. The location for the facility is likely to be identified within the employment area at Welborne.
Total Cost		£1,000,000	£85,500	£914,500		

Extra Care Schemes

Scheme Proposal	Indicative timescale for delivery	Total Cost/ indicative cost	Identified funding	Estimated funding shortfall	Proposed funding source(s) to meet shortfall	Commentary
Extra-Care housing provision - 311 units to meet needs in Winchester City Council area.	Medium to Long Term (beyond 2022)	To be determined	To be determined	To be determined	HCC Capital programme, HCA, Winchester CC, developer Funding	Demand for Extra-Care housing linked to projected growth in the over 75 population in the district. Schemes will be delivered in partnership with Winchester CC, NHS Hampshire and private sector providers
Extra-Care schemes at Barton farm and West of Waterlooville have been identified to help deliver the overall number of units required.						
Winchester (city) Extra-Care scheme - 52 units	Short to Medium term (by 2017-2022)	To be determined	To be determined	To be determined	shortfall from HCC Capital Programme, WCC, developer funding	
Total Cost		To be determined	To be determined	To be determined		

Cross-boundary Projects

Scheme Proposal	Relevant Districts	Indicative timescale for delivery	Total Cost/ indicative cost	Identified funding	Estimated funding shortfall	Proposed funding source(s) to meet shortfall	Commentary
Cross-boundary infrastructure: Countryside schemes (county-wide)							
Countryside Recreation Network (CRN) initiative - Plan for and take opportunities to improve and connect existing routes in order to create a modern walking, cycling and riding network that connects communities and countryside across Hampshire. The CRN will be contributed to by schemes listed elsewhere in this statement, e.g. Shipwrights Way, but also involve other schemes and projects yet to be identified.	All Hampshire Districts	Medium to Long Term (beyond 2022)	tbc	tbc	tbc	Developer funding and other public grant schemes	Other organisations are involved: District Councils; Parish Councils; The Ramblers; British Horse Society; Cyclists Touring Club; National Park Authorities; Landowners; Forestry Commission and other bodies as appropriate to each district.
Access for All (captures schemes such as the Stiles2Gates project)- Plan for and take opportunities to improve and promote access to as wide a range of people as possible e.g. better surfacing, replacement of stiles with more accessible furniture, more accessible bridge structures. Led by HCC as Highways Authority.	All Hampshire Districts	Medium to Long Term (beyond 2022)	tbc	tbc	tbc	Developer funding and other public grant schemes	Other organisations are involved: Natural England; District Councils; Parish Councils; The Ramblers British Horse Society; Cyclists Touring Club; National Park Authorities; Landowners; Forestry Commission and other bodies as appropriate to each district.
Bridge improvement/repair programme - With approximately 3,000 bridge type structures on the rights of way network investment is needed to ensure the continuation of high quality access to the countryside.	All Hampshire Districts	Medium to Long Term (beyond 2022)	tbc	tbc	tbc	Developer funding and other public grant schemes	Led by HCC as Highways Authority in partnership with Districts and Parishes.
Information, management of promoted routes project- Better information available for all visitors to the countryside and targeted promotion and improvements of routes to meeting varying user needs e.g. long distance paths and off road cycle trails, short family friend walks, wildlife and heritage trails, routes that link to public transport. Led by HCC as Highways Authority.	All Hampshire Districts	Medium to Long Term (beyond 2022)	tbc	tbc	tbc	Developer funding and other public grant schemes	CIL funding (Community Infrastructure Levy funding) would be restricted to funding the physical infrastructure aspects only. Other organisations involved: District Councils; Parish Councils; The Ramblers; British Horse Society; Cyclists Touring Club; National Park Authorities; Landowners; Forestry Commission, Ministry of Defence.
Network connectivity project- With increased pressure to access the countryside directly from urban areas, road (and rail) safety schemes are required to address existing issues and ensure new development does not present further barriers to accessing the countryside. Led by HCC as Highways Authority.	All Hampshire Districts	Medium to Long Term (beyond 2022)	tbc	tbc	tbc	Developer funding and other public grant schemes	Partnership project with Borough and District Councils.

Hampshire Strategic Infrastructure Statement

Scheme Proposal	Relevant Districts	Indicative timescale for delivery	Total Cost/ indicative cost	Identified funding	Estimated funding shortfall	Proposed funding source(s) to meet shortfall	Commentary
Cross-boundary infrastructure: Countryside schemes (South & Mid Hampshire including National Parks)							
Marine and Coastal Access Initiative- A coastal route that meets the requirements of the 2009 Act. Led by HCC, Portsmouth CC & Southampton CC as Highways Authorities	All South Hampshire Districts (PUSH area)	tbc	tbc	tbc	tbc	tbc	To accommodate growing demand for recreation from the increasing number of households in south Hampshire. Other organisations involved include: PUSH, Natural England; Environment Agency. Identified in draft PUSH Green Infrastructure Implementation Plan. Currently awaiting further information from Natural England on how the delivery of the coastal route is to be rolled out, following implementation & review of the pilot areas.
Havant Thicket Reservoir project- Provision of improved connectivity to and from Havant Thicket Reservoir. Identified in draft PUSH Green Infrastructure Implementation Plan. Project will help to reduce disturbance on the coast by providing an alternative more attractive recreational site within easy reach of a large urban population close to the coast.	Havant and East Hants	tbc	£300,000	£0	£300,000	tbc	See HCC Country Parks Service Plan. Delivery led by Forestry Commission, HCC and Portsmouth Water Ltd as landowners. Other organisations involved include: Havant BC, East Hampshire DC; Natural England; English Heritage; Rowlands Castle Parish Council; Leigh Park Community Board; Havant Thicket Winter Storage Reservoir Stakeholder Group.
Downs to Sea strategic links - Linking with Shipwrights Way, South Downs Way and Meon Valley Trail provide missing link in network to enable users to continue along Meon Valley Trail to Fareham and on to Titchfield and finally to Titchfield Haven and the Solent Way linking a number of promoted easily accessible routes. Access from urban areas into National Park. Led by HCC and South Downs National Park Authority.	Winchester, East Hants, Fareham	Medium Term (by 2022)	tbc	tbc	tbc	funding will be tied in with Shipwrights Way and Meon Valley trails projects	Covers Meon Valley, East Hants, Fareham, Titchfield, Portsmouth areas. Other organisations involved: Havant BC, Portsmouth CC, MOD, user and community groups, Parish & Town Councils, Fareham etc.
Shipwrights Way- Section 4 (Bordon)	East Hants	Short Term (by 2017)	£240,000	£0	£240,000	funding from LEP, East Hants DC, SDNPA	
Bishops Waltham to Botley station link- Create sustainable transport link from Botley into the South Downs National Park. Covers Botley, Curdridge, Bishops Waltham areas.	Eastleigh and Winchester	Short Term (by 2017)	tbc	£40,000	tbc	Developer funding from Boorley Green	Parishes will take the lead in developing this project.

Hampshire Strategic Infrastructure Statement

Scheme Proposal	Relevant Districts	Indicative timescale for delivery	Total Cost/ indicative cost	Identified funding	Estimated funding shortfall	Proposed funding source(s) to meet shortfall	Commentary
Cross-boundary infrastructure: Countryside schemes (North Hampshire)							
Basingstoke Canal Business Plan and Development Strategy - Delivery of the Basingstoke Canal development strategy targeted at making the Canal more financially sustainable by providing income generating assets.	Basingstoke and Deane, Hart and Rushmoor	Medium to Long Term (beyond 2022)	tbc	tbc	tbc	Developer funding, other public grants or loans.	Led by HCC and Surrey CC through the Basingstoke Canal Authority. Other organisations: Natural England, Basingstoke Canal Society, Inland Waterways Association, boating and canoe clubs.
Basingstoke Canal Infrastructure Statement - Implement the Basingstoke Canal Infrastructure Statement projects to enhance public access and visitor enjoyment - projects including towpath widening and surface improvements, water management and navigational improvements, signage and visitor infrastructure.	Basingstoke and Deane, Hart and Rushmoor	Medium to Long Term (beyond 2022)	tbc	tbc	tbc	Developer funding, other public grants or loans.	Led by HCC and Surrey CC through the Basingstoke Canal Authority. Other organisations: Natural England, Basingstoke Canal Society, Inland Waterways Association, boating and canoe clubs, and access organisations.
Blackwater Valley- Improve and promote access to and along the 25 mile Blackwater Valley Path	Hart and Rushmoor	Medium to Long Term (beyond 2022)	£3,000,000	£0	£3,000,000	tbc	Delivery led by HCC and Blackwater Valley Partnership (BVP)
Total Cost			£3,540,000	tbc	£3,540,000		

For further information, please contact:

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