

HAMPSHIRE COUNTY COUNCIL

Decision Report

Decision Maker:	Executive Member – Environment and Transport
Date:	8 November 2011
Title:	Eastleigh Transport Contributions Policy
Reference:	3283
Report From:	Director of Economy, Transport and Environment

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1. Executive Summary

1.1. This report seeks approval for a list of transport improvement schemes that will support the securing of Transport Contributions in Eastleigh Borough in accordance with the adopted County Council's Transport Contributions Policy (TCP). The list of transport improvement schemes for Eastleigh is part of the roll out of the methodology for scheme identification across the County that was approved in June 2009.

1.2. Approval has already been given to the transport scheme list for other districts within the county including Winchester City Council, Test Valley District Council and the New Forest (District and National Park). All of the approved lists are now being used to assist officers in negotiating and collecting contributions to mitigate the impact of development on the transport and highways network.

1.3. This paper seeks to

- summarise the reasons for the formulation of the local transport schemes list for Eastleigh Borough;
- report on how the list has been collated through both the County Council and Eastleigh Borough Council; and
- present the full list which shall be used in negotiating contributions from developers.

2. Contextual information

2.1. Approval was given by the Executive Member at his Decision Day meeting on 25 June 2009 for officers to create directories of transport improvement schemes that would sit within and support the Local Transport Plan (LTP) and where applicable, Area Transport Strategies. These will be a first point of reference for Highways Development Planning in negotiating and

recommending developer contributions and will provide confidence to District Councils in supporting demands for transport contributions. The lists will help to ensure that the transport impact of the development (including small scale development) is properly mitigated.

- 2.2. Currently, in areas not covered by Town Access Plans (TAPs), or other local area strategy, there is a lack of robust local transport policy linking strategic policies conveyed within the third Local Transport Plan (LTP) to local level issues and specific transport improvement schemes. This can result in an increased risk of challenges from developers when Section 106 contributions are being sought. To address this, transport statements are being produced that aim to fill that policy vacuum in the non-TAP areas by covering whole districts and boroughs encompassing TAP and non-TAP areas alike.
- 2.3. Therefore the list of transport improvement schemes this report is seeking approval for will become integrated with the Borough Transport Statement for Eastleigh once adopted, which is programmed for completion in 2012.
- 2.4. In the interim period, whilst the Borough Transport Statement is being developed, work has taken place to collate details of schemes that have already been identified and are recognised as contributing to the existing transport strategy for the area and incorporating them in a list of transport improvement schemes. Information collection has been centrally coordinated within Strategic Transport, but with input from:
 - Area Teams – Transport Policy, Traffic Management and Highway Engineers/Inspectors;
 - Safer Routes to School;
 - Passenger Transport;
 - Safety Engineering;
 - ITS;
 - Landscape, Planning and Heritage; and
 - District Councils (transport officers).
- 2.5. It was agreed that, once the schedule of schemes for a District or Borough had been drawn up by officers, approval from the Executive Member for Environment and Transport would be sought for each list, so that it can be adopted under the relevant Area Transport Strategies where available and in preparation for the emerging District/Borough Transport Statements. It was also agreed that the scheme lists would be 'live' lists, and continual monitoring and review would be undertaken, coordinated by County Council officers. New schemes would be added when these are identified, and any completed schemes removed as appropriate.

- 2.6. The first phase of work identified above has now been completed for Eastleigh Borough. This report seeks approval for the list of transport improvement schemes for Eastleigh Borough to be adopted and for officers to be given delegated powers to manage and update the lists, subject to annual reference to the Executive Member for Environment and Transport
- 2.7. In accordance with the methodology set out above, officers from both the County Council and the Borough Council have been developing a schedule of local transport improvements. The list of transport improvement schemes draws from County Council sections within the Economy, Transport and Environment Department, the transportation team at the Borough Council, and available Area Transport Strategy including the recently adopted Eastleigh Town Access Plan. Borough policy documents have also been considered such as the Borough Council's Walking and Cycling Strategies. Officers have considered the list of schemes and requests submitted and have sought to put forward only the schemes identified that are considered to support the principles of the transport strategies pertaining to the Borough.
- 2.8. A list of schemes for the Eastleigh Borough area is attached to this report. Eastleigh Borough Council officers have consulted with Borough Members, with the list already gaining approval and being subject to regular review and update from the their Local Area Committees. The list has also been endorsed by the Eastleigh Highway HAT.

3. Finance

- 3.1. The continued application of the TCP across the County Council is integral to the County Council maximising financial contributions secured towards transport improvements and services from new development. In the absence of a strong and well supported TCP (which can be consistently defended and justified), less external funding will be collected by the County Council towards transportation improvements, leading to reduction in the Capital Programme and increased strain on existing infrastructure and resources.
- 3.2. Failure to provide the necessary schemes to support the collecting of financial contributions in accordance with the TCP may result in a number of districts in Hampshire withdrawing the TCP (or limiting its application), thereby failing to collect financial contributions and so failing to adequately mitigate the impact of development. This may, in the future, result in the County Council having to fund improvements to infrastructure and services which should have been funded by the development.
- 3.3. Internal staff resources within the County Council will be required to maintain the list of schemes set out in this report, and for ongoing management and reporting of the list.

4. Performance

- 4.1. Having a functioning and robust TCP will enable both the County Council (in connection with Strategic Planning Applications and County Matters) and District Councils to operate the adopted TCP. It will also enable the County Council's policy to be better supported when challenged in negotiations, and on appeal.

5. Future direction

- 5.1. Continued roll-out of the methodology to produce scheme lists for all other districts within Hampshire.
- 5.2. Executive Member approval of each scheme list to sit within the current Area Transport Strategies of the LTP and for future integration with the Borough Transport Statement for Eastleigh, which is programmed for completion in 2012 .
- 5.3. Report of approved scheme list to the County Members and Eastleigh Borough Council (including regular updating).

6. Recommendations

- 6.1. That the draft list of local transport schemes for Eastleigh Borough be approved and that this list forms part of the Area Transport Strategy.
- 6.2. That authority be delegated to the Director of Economy, Transport and Environment for the future management of the transport scheme lists, with annual reference to the Executive Member for Environment and Transport.

CORPORATE OR LEGAL INFORMATION:**Links to the Corporate Strategy**

Hampshire safer and more secure for all:	yes
Corporate Improvement plan link number (if appropriate):	
Maximising well-being:	yes
Corporate Improvement plan link number (if appropriate):	
Enhancing our quality of place:	yes
Corporate Improvement plan link number (if appropriate):	

Other Significant Links

Links to previous Member decisions:		
<u>Title</u>	<u>Reference</u>	<u>Date</u>
Transport Contributions Policy - Winchester	2081Decn/762/CW	25 June 2009
Transport Contributions Policy – Test Valley	2264Decn/1184/BH	12 January 2010
Transport Contributions Policy – New Forest	Decn/1936/BC	7 September 2010
A Formulaic Approach to Developer Contributions	Cabinet	24 September 2007
Direct links to specific legislation or Government Directives		
<u>Title</u>		<u>Date</u>
Circular 05/2005 – Planning Obligations		18 July 2005
The Community Infrastructure Levy Regulations 2010		6 April 2010

Section 100 D - Local Government Act 1972 - background documents

The following documents discuss facts or matters on which this report, or an important part of it, is based and have been relied upon to a material extent in the preparation of this report. (NB: the list excludes published works and any documents which disclose exempt or confidential information as defined in the Act.)

<u>Document</u>	<u>Location</u>
None	

IMPACT ASSESSMENTS:

1. Equalities Impact Assessment:

- 1.1. Assessment of the Race Relations (Amendment) Act has been considered in the development of this scheme. No adverse impact has been identified in terms of race, creed or gender

2. Impact on Crime and Disorder:

- 2.1. The provisions of the Crime and Disorder Act 1998 have no impact on this proposal.

3. Climate Change:

- a) How does what is being proposed impact on our carbon footprint / energy consumption?

The strengthening of the Area Transport Strategies With local transport schemes will improve the ability for transport contributions to be sought across the county, maximising the level of income, and bringing forward improvements to the transport network which encourage the use of sustainable modes of transport, reducing the environmental impact of the development.

- b) How does what is being proposed consider the need to adapt to climate change, and be resilient to its longer term impacts?

Maximising the level of transport contributions is vital to ensure that development is supported by the sufficient infrastructure and services so to mitigate the impact of the development, encourage assess by no-car modes and transport on the environment.