

## HAMPSHIRE COUNTY COUNCIL

### Decision Report

<b>Decision Maker:</b>	Executive Member - Environment
<b>Date:</b>	5 April 2011
<b>Title:</b>	Eastleigh Town Access Plan - Adoption
<b>Reference:</b>	2656
<b>Report From:</b>	Director of Environment

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#### 1. Executive Summary

1.1. The purpose of this paper is to present the Eastleigh Town Access Plan (ETAP) for adoption by Hampshire County Council.

1.2. The ETAP has been developed jointly by Hampshire County Council and Eastleigh Borough Council and sets out a shared vision for how access to facilities and services within the town will be improved.

1.3. The Plan was approved by the Eastleigh Local Area Committee (ELAC) on 18 January 2011 and this decision was endorsed by Eastleigh Borough Council's Cabinet on 10 February 2011.

1.4. This paper seeks to provide:

- background information on the ETAP;
- set out the way the ETAP will be used to improve accessibility locally within the town centre; and
- provide information on available funding streams for taking the ETAP forward and how the document will be monitored and reviewed.

1.5. A consultation draft of the ETAP was approved for consultation at the Executive Member's decision day on 21 July 2010. Consultation was undertaken from 14 August to 1 October 2010; a consultation response summary is included in background paper 1 of this report and a proposed final draft, incorporating suggested alterations in background paper 2.

## 2. Contextual information

2.1. The third Local Transport Plan (2011-31), gives a high level strategic vision for transport in Hampshire and provides the context for the delivery of more detailed transport policies. Town Access Plans, which were originally presented as a policy tool in the second LTP remain an important mechanism in the LTP3 for helping to secure and prioritise transport improvements at the local level. It is also the intention that District Statements are developed, which will cover whole districts, encompassing the TAP and non-TAP areas. District Statements will be vital in encompassing the TAPs but also addressing the lack of detailed local transport policy outside of the TAP areas.

2.2. Eastleigh was selected as one of a number of settlements in Hampshire to benefit from a Town Access Plan, due to a number of factors that combine to give it traffic levels and problems beyond that which would normally be associated with a town of its size.

2.3. The ETAP covers the built-up area of Eastleigh Town and the immediate residential areas. A study area was defined and the limits of which encompass key points of severance that impact on the accessibility of the town, which include the railway line to the north and east and the motorways to the west and south (see Map 1 in Background Paper 2). This ensures the ETAP can focus on localised issues and improving access to key destinations within the town.

2.4. The objectives of the ETAP are to:

- support Eastleigh Town Centre as a destination with a distinctive sense of place;
- make it easier to use sustainable transport modes and improve access to key locations;
- manage car parks, their pedestrian connections and on-street parking effectively for residents, businesses and visitors;
- implement measures to mitigate the impact of transport related air pollution with a focus on the two Air Quality Management Areas (AQMAs) within the ETAP study area where air quality action plans are in place;
- enhance Eastleigh bus station with good links to other transport nodes especially Eastleigh train station;
- promote safer and more convenient walking and cycling routes;
- further promote workplace, station and business travel plans;
- reduce street clutter and promote a well designed and managed street scene;
- support opportunities for economic development to promote vitality; and

- produce a list of schemes (the ETAP Action Plan), which includes schemes programmed for delivery in the short, medium and long term. All ETAP schemes will be incorporated into the Eastleigh Borough Council Transport Scheme Inventory and the Hampshire County Council Transport Contributions Policy to facilitate the negotiation and allocation of Section 106 developer contributions.
- 2.5. The ETAP highlights the key transport corridors leading into the town that fall within the defined study area, such as Leigh Road, Southampton Road, Twyford Road and Bishopstoke Road, where multi-modal accessibility and environmental enhancements will be focussed. As well as focussing on key transport corridors, the ETAP also identifies more general improvements to address road safety, improved traffic management and also improved links to key transport interchanges.
- 2.6. The ETAP provides a detailed action plan, which is structured around four key themes, which are Walking and Cycling; Public and Community Transport; Road Safety, Traffic Management and Parking; and finally Environment, Street Scene and Community.
- 2.7. The ETAP Action Plan will guide the necessary transport improvements required to facilitate and support town centre development proposals. Schemes listed in the ETAP Action Plan will facilitate the allocation of developer contributions currently held by Eastleigh Borough Council and Hampshire County Council to appropriate transport schemes. The ETAP and its Action Plan will also aid in securing future planning obligations as new development arises by highlighting to developers specific schemes that are required to improve accessibility within the town centre where new development arises.
- 2.8. The identification of schemes presented in the Action Plan has been undertaken in conjunction with local Members and stakeholders. Local groups in Eastleigh with an interest in transport and access issues such as the Eastleigh Disabled Access Group and the Eastleigh Town Centre Partnership were invited to participate in specific workshops to discuss issues for inclusion in the ETAP and their potential solutions.
- 2.9. Following the Hampshire County Council Executive Member for Environment decision day approval on 21 July 2010, the Draft ETAP was made available for public consultation. A range of different consultation tools were used to ensure the public had every opportunity to comment on the draft ETAP, which included an on-line survey and online access to the draft ETAP, targeted emails to key stakeholders, an information summary leaflet, including a response form, an article in the Borough News (Eastleigh Borough Council's free newspaper) and a three day, officer attended, public exhibition, held in the Swan Centre, Eastleigh.
- 2.10. Comments received from members of the public and stakeholders are summarised in background paper 1, which includes general responses to the comments made. These included:

- (i) a number of comments related to the overarching principles of the document and concern that it lacked higher level strategy. The ETAP has now been updated to reiterate its role and relationship with the Hampshire County Council Local Transport Plan and other strategic transport and land use policy documents. It also now explains the role of the Sub Regional Transport Model in directing and prioritising more strategic transport interventions and how the ETAP will react to and inform outputs from the model and associated strategy development;
- (ii) concerns raised about the levels of investment proposed within Eastleigh town centre to deliver the schemes listed in the ETAP action plan in light of the current economic climate. The ETAP clearly states that funding will predominantly come from developer contributions, which in most cases are tied to funding schemes in the vicinity of that local development and will not be drawing funding away from other parts of the county; and
- (iii) in light of the detailed action plan that was presented in the consultation, which was developed following the original issues and options consultation, there were few additional schemes proposed. The comments returned did reiterate local demand for schemes in the ETAP action plan such as improved signing of pedestrian and cycle routes, improved access over the railway line especially at Archers Road and Twyford Road, better connections along Bishopstoke Road and demands for improved safety at key junctions.

### **3. Finance**

- 3.1. Implementation of the schemes will be through agreed budgets and predominantly from the use of developer contributions held and forthcoming and will be subject to Executive Member for Environment approval using existing scheme delivery mechanisms.
- 3.2. The ETAP and its Action Plan will aid in securing future planning obligations (developers' contributions) as new development arises by highlighting to developers specific schemes that are required to improve accessibility within the town centre.
- 3.3. It is noted that the current financial climate and uncertainties regarding future development requirements, mean that there is likely to be a lengthy process for commencing some schemes.
- 3.4. The ETAP will have a coordinating role for the financing of schemes and provide a basis for justifying Hampshire County Council LTP3 funding allocations as well as any external bidding opportunities.

#### **4. Performance**

- 4.1. The ETAP will be monitored by Hampshire County Council and Eastleigh Borough Council on a regular basis. The progress of the ETAP in terms of meeting its objectives, scheme delivery and the overall effectiveness of measures in encouraging use of sustainable travel modes will be reported to Council Members through the Eastleigh Highway HAT.
- 4.2. The development of the ETAP and proposed adoption will enable the Hampshire County Council and Eastleigh Borough Council Development Planning Teams to utilise the measures contained within the Action Plan to negotiate with developer's to secure transportation contributions. This will thereby reduce the risk of adverse appeal decisions, based upon lack of evidence or need for the proposed measure.

#### **5. Future direction**

- 5.1. A yearly review of the ETAP document will ensure new project and scheme priorities are added and that the ETAP can evolve and take account of changing circumstances within the town centre. It is proposed that the first annual review of the ETAP will take place one year from the date the ETAP is adopted by the Executive Member for Environment and that the Director of Environment is given delegated powers to approve any changes to the ETAP that arise as part of the annual review.

#### **6. Recommendations**

- 6.1. That Eastleigh Town Access Plan be adopted by Hampshire County Council as a basis for local transport policy and to support the evidence base for negotiating developers' contributions and other sources of funding towards transportation and accessibility improvements.
- 6.2. That the Director of Environment be given delegated authority to periodically update the specific projects in the Eastleigh Town Access Plan in consultation with the Executive Member for Environment.

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

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

**Other Significant Links**

<b>Links to previous Member decisions:</b>		
<u>Title</u>	<u>Reference</u>	<u>Date</u>
Executive Member – Environment: Eastleigh Town Access Plan, Consultation Draft	1842	21 July 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>
Background Paper 1: Eastleigh Town Access Plan (ETAP) Consultation response, February 2011.	Hampshire County Council Transport Team South, Civic Way, Fareham
Background Paper 2: Eastleigh Town Access Plan	Hampshire County Council Transport Team South, Civic Way, Fareham

## **IMPACT ASSESSMENTS:**

### **1. Equalities Impact Assessment:**

#### 1.1. Statement one: The short-term minimum required to meet this action:

The Eastleigh Town Access Plan has a duty to ensure that its recommendations provide fair and equal access to the town centre regardless of age, race, ethnicity, religion, disability, gender, sexual orientation, mobility and social and geographic inclusion (e.g. people on low incomes and those living in areas with poor transport links such as rural villages). Preparing the recommendations involved assessing the local population and understanding the varied access needs.

#### 1.2. Statement two: Longer term minimum required to meet this action:

The Eastleigh Town Access Plan has a duty to ensure that it reflects the access needs of the local community. Developing the Plan involved carrying out consultation with local residents, key stakeholder groups and Borough and County Members to identify the character of the local community and its varied access needs. The results from these initial consultations and information from a range of strategies (walking, cycling, passenger transport and Intelligent Transport Systems) helped to produce the recommendations. These aim to provide fair and equal access to the town centre regardless of age, race, ethnicity, religion, disability, gender, sexual orientation, mobility and social and geographic inclusion (e.g. people on low incomes and those living in areas with poor transport links such as rural villages).

### **2. Impact on Crime and Disorder:**

#### 2.1. Negligible impact.

### **3. Climate Change:**

#### 3.1. How does what is being proposed impact on our carbon footprint/energy consumption?

The Town Access Plan will seek to encourage use of and improve opportunities for sustainable travel modes to access Eastleigh, thereby reducing the carbon emissions of alternative modes, principally travel by car.

#### 3.2. How does what is being proposed consider the need to adapt to climate change, and be resilient to its longer term impacts?

The Town Access Plan supports the need to adapt to climate change by looking to promote and support a move towards more sustainable modes of transport, in particular by improving walking and cycle routes within the town centre and looking to reduce circulatory traffic through the introduction of VMS to direct drivers to available parking spaces. Additional traffic management measures will also be considered along with reducing the need

to travel by promoting an attractive town centre with a well designed and managed street scene, which collectively will aim to relieve local congestion and improve air quality.