

HAMPSHIRE COUNTY COUNCIL

Decision Report

Decision Maker:	Executive Member - Environment
Date:	7 September 2010
Title:	New Forest Transport Contributions Policy
Reference:	1936
Report From:	Director of Environment

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1. Executive Summary

- 1.1. The purpose of this paper is to seek the approval of a list of transport improvement schemes that will support the securing of Transport Contributions in the New Forest in accordance with the adopted County Council's Transport Contributions Policy (TCP). The list of transport improvement schemes for New Forest 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 Winchester City Council and Test Valley District Council, and is now successfully being used to assist officers in negotiating and collecting contributions in those areas to mitigate the impact of development on the transport and highways network.

2. Contextual information

Background

- 2.1. Approval was given on 25 June 2009 for officers to create directories of transport improvement schemes that would sit within and support the current Local Transport Plan (LTP) 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 development (including small-scale development) is properly mitigated.

2.2. The first phase of work concentrates on collating details of schemes and programmes that have already been identified and have some form of acceptance and status as valid schemes within the transport strategy for the area. Information collection is being centrally coordinated within Highways Development Planning, but with input from:

- (i) Area Teams – Local Transport Policy, Traffic Management and Highway Engineers/Inspectors;
- (ii) School Travel Plan Team and Safer Routes to School;
- (iii) Passenger Transport;
- (iv) Safety Engineering;
- (v) Intelligent Transport Systems;
- (vi) Landscape, Planning and Heritage;
- (vii) Countryside Services – Rights of Way; and
- (viii) District Councils (transport officers).

2.3. It was agreed that, once the schedule of schemes for a District had been drawn up by officers, approval from the Executive Member for Environment would be sought for each District list, so that it can be adopted under each of the Area Transport Strategies. 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. Local Members will also have the opportunity for input into the list, for example through the Local Area Transport Teams.

2.4. Approval has already been given to the transport scheme lists for Winchester City Council and Test Valley Borough Council, and is now successfully being used to assist officers in negotiating and collecting contributions in those areas to mitigate the impact of development on the transport and highways network.

2.5. The first phase of work identified above has now been completed for the New Forest. The National Park Authority was also consulted on any schemes it would like added to the list but had no additional schemes to those already identified for the Park Authority. This report seeks approval for the list of transport improvement schemes for New Forest to be adopted under the Area Transport Strategy, and for officers to be given delegated powers to manage and update the list.

New Forest District Council Approach

2.6. New Forest District Council adopted its current policy, based on Hampshire County Council's TCP, for determining and collecting transport contributions to mitigate the impact of new developments on 1 April 2008. The contributions have been collected for all relevant developments via Section 106 agreements.

- 2.7. In accordance with the methodology set out above, officers from both the County Council and the District Council have been developing a schedule of local transport improvements, that accord with New Forest District Council's Core Strategy policies for those schemes within its control. The list of transport improvement schemes draws from County Council sections, saved policies at New Forest District Council and District Officer input, and previous transport studies. The District Council also consulted with District and County Members, Town and Parish Councils, technical officers and other stakeholder representatives. From this a number of further schemes were put forward.
- 2.8. The list of schemes identified for the New Forest District outside the National Park have been agreed by the District Council's Portfolio Holder for Planning and Transportation. Hampshire County Council officers have considered the list of schemes and requests submitted, and have sought to put forward only the schemes identified that have sufficient detail and are considered to support the principles of the Area Transport Strategies covering the District and National Park. A list of schemes for New Forest District and National Park is attached to this report.

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 policy (or limiting its application), thereby failing to collect financial contributions and so failing to adequately mitigate the impact of development. This could, in the future, result in the County Council having to fund improvements to infrastructure and services which should have been funded by development.
- 3.3. Internal staff resources within the County Council will be required to compile and maintain the list of schemes set out in this report, and for the ongoing management and reporting on progress of the individual schemes.

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 Area Transport Strategies of the Local Transport Plan.

6. Recommendations

- 6.1. That the draft list of local transport schemes for New Forest be approved and that this list forms part of the Area Transport Strategy.
- 6.2. That authority be delegated to the Director of Environment for the future management of the New Forest transport scheme list, including the authority to amend the list by adding or removing schemes as appropriate, with annual reference to the Executive Member for Environment for confirmation.

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
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. Opportunities to improve resilience against crime and disorder will be built into any transport improvements.

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 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 sufficient infrastructure and services so to mitigate the impact of the development, encourage access by non-car modes and reduce the future impact of development and transport on the environment.