

**HAMPSHIRE COUNTY COUNCIL****Decision Report**

<b>Decision Maker:</b>	Executive Member - Environment
<b>Date of Decision:</b>	12 January 2010
<b>Decision Title:</b>	County Council's Transport Contributions Policy
<b>Decision Reference:</b>	1184
<b>Report From:</b>	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 seeking of Transport Contributions in the Test Valley District in accordance with the adopted County Council's Transport Contributions Policy. The list of transport improvement schemes for Test Valley 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 is 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 sets out:
  - (i) Background;
  - (ii) Test Valley Borough Council Approach; and
  - (iii) Recommendations.

**2. Contextual information****Background**

- 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 current Local Transport Plan (LTP) Area Transport Strategies. These will be a first point of reference for Highways Development Control 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 and Transport Policy, but with input from:
  - (i) Area Teams - 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) ITS;
  - (vi) Landscape, Planning and Heritage; and
  - (vii) 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. It was also agreed that the HATs would be asked periodically for input into the list.
- 2.4. Approval has already been given to the transport scheme list for Winchester City Council, and is now being used to assist officers in negotiating and collecting contributions 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 Test Valley Borough. This report seeks approval for the list of transport improvement schemes for Test Valley Borough to be adopted under the Area Transport Strategy, and for officers to be given delegated powers to manage and update the list.

### **Test Valley Borough Council Approach**

- 2.6. Test Valley Borough Council (TVBC) adopted the County Council's new policy for determining and collecting transport contributions to mitigate the impact of new development on 23 February 2009. The TCP was adopted to sit within TVBC's Developer Contributions Supplementary Planning Document.

- 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, the transportation team at the Borough Council, and previous transport studies. TVBC also consulted with Borough Members and Parish Councils. County 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 Borough. A list of schemes for the Test Valley Borough is attached to this report.
- 2.8. TVBC are in the process of developing a Test Valley Access Plan, which the list of transportation improvements identified above will be a central component of. The Access Plan will sit alongside the approved Andover TAP, and once completed and approved, the Romsey TAP. Test Valley Borough Council have adopted this approach in order to give greater confidence in collecting developer contributions to mitigate against the impact of development. It also provides a holistic approach across the Borough. It is anticipated that once the Access Plan has been completed it will be adopted as a Supplementary Planning Document.

### **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 may, 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 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 Transport Contributions Policy 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'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 LTP.
- 5.3. Report of approved scheme list to the HATs (including regular updating).

## **6. Recommendations**

- 6.1. That approval be given to the continued use of the methodology set out in this report for the identification of local transport improvement schemes and that this approach continue to be rolled out across all districts in the county.
- 6.2. That authority be delegated to the Director of Environment for the future management of the transport scheme lists with annual reference to the Executive Member for Environment for confirmation.
- 6.3. That the draft list of local transport schemes for Test Valley be approved and that this list forms part of the Area Transport Strategy.

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

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

**Other Significant Links**

<b>Links to previous Member decisions:</b>		
<u>Title</u>	<u>Reference</u>	<u>Date</u>
<b>Transport Contributions Policy</b>	2081Decn/ 762/CW Cabinet	25 June 2009
<b>A Formulaic Approach to Developer Contributions</b>		24 September 2007
<b>Direct links to specific legislation or Government Directives</b>		
<u>Title</u>		<u>Date</u>
<b>Circular 05/2005 - Planning Obligations</b>		18 July 2005

**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.)

DocumentLocation

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.