

Portfolio Holder for Planning and Economy Decision – 28 January 2025

Allocation of Transportation Developer Contributions – Junction of Salisbury Road and Hamtun Gardens, Totton

Purpose	For Decision
Classification	Public
Executive Summary	<p>This report seeks to reallocate residual funding from two schemes in Totton, previously agreed in 2015 and subsequently implemented. The residual monies, alongside a small sum previously unallocated, are proposed to be reallocated to a new scheme for implementation. Namely improvements to the Junction of Salisbury Road and Hamtun Gardens, Totton.</p> <p>The junction is part of a primary cycle route that runs the length of the Waterside area, linking Totton in the north to Langley in the south.</p> <p>With the implementation of developments north of Totton at Strategic Site 1, it is expected that the use of this cycling route will increase.</p> <p>The provision of improved infrastructure at this junction will encourage use of this corridor by active travel modes (cycling).</p>
Recommendations	<p>That £50,269.76 of held S106 transportation monies be reallocated to the improvement of the junction at Salisbury Road and Hamtun Gardens, Totton.</p>
Reasons for recommendations	<p>The proposed reallocation consists of £46,255.31 of residual funds which were previously allocated to two projects in Totton and a small proportion of as yet unallocated developer contributions held by the Council. The reallocation of the monies to the improvement of the junction at Salisbury Road and Hamtun Gardens would improve a section of the primary cycle route that runs the length of the Waterside area and is included in the</p>

	<p>Waterside Local Cycling and Walking Infrastructure Plan (LCWIP).</p> <p>The developments north of Totton at Strategic Site 1 will increase the demand for this route. The provision of improved infrastructure at this junction will encourage use of this corridor by active travel modes and will support the Corporate Plan objectives.</p>
Ward(s)	Totton Central
Portfolio Holder(s)	Councillor Derek Tipp – Planning and Economy
Strategic Director(s)	James Carpenter – Strategic Director Place, Operations and Sustainability
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Introduction and background

1. In February 2015 Cabinet approved several projects which would be funded by Section 106 financial contributions held by the Council. The Cabinet report authorised the Portfolio Holder for Planning and Transportation to make such amendments as deemed appropriate to the approved project lists.
2. This report seeks to amend the existing allocations of two schemes in Totton, which were agreed in 2015 and proposes a new scheme for implementation, i.e. improvements to the Junction of Salisbury Road and Hamtun Gardens, Totton.

Policy Framework

3. The projects which are the subject of this report benefit a wide sector of the community and respond positively to the policies of the Local Plan 2016-2036 Part One: Planning Strategy:
 - Policy ENV3: Design quality and local distinctiveness
 - Policy CCC1: Safe and healthy communities
 - Policy STR8; Community services, infrastructure, and facilities
 - Policy CCC2; Safe and sustainable travel

4. The transportation contributions secured from developments were to improve accessibility by non-car modes of travel. Such policy objectives remain, as most recently expressed in the Local Transport Plan 4, adopted by Hampshire County Council (HCC) in 2024. Therefore, any projects would need to be in accordance with these objectives.

Junction of Salisbury Road and Hamtun Gardens

5. 'Route 260' is identified in the Waterside Local Cycling and Walking Infrastructure Plan (LCWIP) adopted by HCC in November 2022. It is a primary cycle route that runs the length of the Waterside area, linking Totton in the north to Langley in the south.
6. LCWIPs, as set out in the Government's Cycling and Walking Investment Strategy, are a strategic approach to identifying cycling and walking improvements required at the local level. They enable a long-term approach to developing local cycling and walking networks and form a vital part of the Government's strategy to increase the number of trips made on foot or by cycle.
7. Amongst the potential options for intervention identified in the LCWIP is the creation of a priority for cyclists through the Salisbury Road/Hamtun Gardens junction. Whilst this junction is not currently heavily used by pedestrians or cyclists, it is expected that future development north of Totton as already committed in principle through the adopted Local Plan would likely increase demand. The provision of improved infrastructure at this junction would encourage use of this corridor by active travel modes.
8. The potential options for addressing this issue are:
 - Low level cycle signals for cyclists with a space ahead of the stop line *to enable a safe space in front of queuing traffic on Salisbury Road to reinforce presence of cyclists to other road users*, with an early start up on Salisbury Road (Advanced stop lines already exist on these arms)
 - MOVA (Microprocessor Optimised Vehicle Actuation) to improve the junction performance for all users including pedestrians and cyclists. This technology adapts green times for unpredictable and heavy traffic flows, therefore improving operational efficiency of junctions.
 - Volumetric pedestrian detection to change waiting times/green times.

9. Subject to approval, HCC will undertake a tender exercise to see what can be achieved within the budget. As there is little design work required, the procurement exercise could happen quickly, and improvements installed within a few months.
10. The proposed allocation of residual funds of £50,269.76 is made up of £46,255.41 from current allocations on projects TE/T/06 (Calmore to Water Lane enhanced cycle route) and TO/T/46 (Calmore Road build outs to reduce vehicle speeds). These are schemes which have already been implemented, and so are held residual funds together with £4,014.35 from other developer contribution which is currently unallocated.
11. This proposed project is likely to an initial project for accessibility improvement on this stretch of Salisbury Road. Further opportunities to enhance the sustainable transport arrangements on this corridor are anticipated as committed new development in the north of Totton comes forward in coming years. Officers will continue to explore opportunities for further developer contributions to facilitate this.

Corporate plan priorities

12. The recommendations support all Corporate Plan objectives to a certain extent, either directly or indirectly. However, they are particularly relevant to the following objectives:
 - Place Priority 1: Shaping our place now and for future generations
 - Place Priority 2: Protecting our climate, coast, and natural world

Options appraisal

13. An option, to not progress this phase of work at this time until a further full project for supporting improvements to sustainable travel provision has been scoped for the Salisbury Road corridor has been considered. However, the Council holds suitable funds now and costs are likely to increase should the project be delayed. As this project can be delivered as a standalone project, without prejudice to a more comprehensive scheme for the corridor, it is suggested that it would not be beneficial to delay implementation of this scheme now.
14. The recommended option has been identified by HCC as part of the strategic development of a connected cycle route by the LCWIP Group.

Consultation undertaken

15. Officers have liaised with local district councillors who are supportive of the scheme, as well as officers from Hampshire County Council who would manage and deliver the project.

Financial and resource implications

16. The Council is currently holding all the identified funds to deliver these projects having collected them as developer contributions from various developments in and around Totton. Therefore, there would be no direct cost to the Council. Should the projects not be approved then officers will need to identify further projects to ensure that the contributions held are delivered on suitable schemes.
17. HCC's initial analysis of the schemes has identified that the budgets identified are sufficient to implement the project. To enable the schemes to proceed, should this report be signed off, an invoice will be raised by HCC and the funds transferred. Officers will liaise regularly with HCC to monitor implementation.

Legal implications

18. None. There is likely to be a need for separate consents to implement the scheme under the Highways Act, which would be the responsibility of HCC as the Highways Authority.

Risk assessment

19. HCC are the Highway Authority for the local roads (non-trunk), within the district. Any new traffic management scheme will be risk assessed by HCC who, as the Highways Authority for this junction, are the risk owner.

Environmental / Climate and nature implications

20. The identified proposals bring direct environmental benefits through enhancing, improving, and increasing capacity of use by non-vehicular transport methods and creating a safe walking/cycling environment.

Equalities implications

21. The projects identified above will improve accessibility in their respective areas and provide enhanced opportunities for vulnerable users of the cycleway and footpath including children and those who are less abled.

Crime and disorder implications

22. None

Data protection/ Information governance/ ICT implications

23. None

New Forest National Park/ Cranborne Chase National Landscape implications

24. None

Portfolio holder endorsement

25. I have agreed to the recommendations of this report.

Signed: Cllr Derek Tipp

Dated: 28 January 2025

Background Papers:

Cabinet Paper 4 February 2015 – Allocation of Developer Contributions

<https://democracy.newforest.gov.uk/Data/Cabinet/20150205/Agenda/CDR09490.pdf>

Cabinet Paper 16 January 2013 – Allocation of Developer Contributions

<https://democracy.newforest.gov.uk/Data/Cabinet/20130116/Agenda/CDR08046.pdf>

Date on which notice given of this Decision – 28 January 2025

Last date for call in – 4 February 2025