

HAMPSHIRE COUNTY COUNCIL

Decision Report

Decision Maker:	Executive Member for Environment and Transport
Date:	16 January 2018
Title:	ETE Capital Programme Monitoring
Report From:	Director of Economy, Transport and Environment

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1. Recommendations

- 1.1. That approval is given for individual virements from the Public Realm Improvement Programme to the Integrated Transport Programme as detailed in section 5.4 below.
- 1.2. That the Executive Member for Environment and Transport recommends to Cabinet that approval is given for the virement of £0.73million from Winchester Road scheme to the Thornycroft scheme, with the budget for the Winchester Road scheme reducing to £2.68million and the budget for Thornycroft scheme increasing to £8.92million.
- 1.3. That the Executive Member approves the carry forward of £2.321million and £1.35million to 2018/19 for the Buckskin scheme and the Romsey scheme respectively.
- 1.4. That the amended 2017/18 capital programme, totalling £76.839million be approved.

2. Executive Summary

- 2.1. The Economy, Transport and Environment Department's (ETE) capital programme contains a diverse array of projects including, but not limited to: highways maintenance, transport improvements, flood alleviation, bridge strengthening, town centre improvements, and highway safety.
- 2.2. This paper provides a short narrative summary of progress and delivery within the capital programme. The three appendices to this report provide more detailed information and are referenced in this report, where relevant.
- 2.3. This paper concludes with recommendations for the Executive Member to consider.

3. Expenditure and Finance

- 3.1. This section provides an update on the capital programme expenditure and finance since the beginning of 2017/18.

- 3.2. Gross spend across the capital programme from 1 April to 30 November 2017 is £44.0million. Appendix 1 shows where expenditure is being made across ETE's programme.
- 3.3. A review of planned expenditure was undertaken in the autumn which has revised the anticipated outturn for 2017/18 from £85million to around £90million.
- 3.4. As detailed in the July 2017 Capital Programme Monitoring Report, The County Council submitted a bid to the Department for Transport National Productivity Investment Fund for funding for the Fareham - Gosport Bus Rapid Transport (BRT) Phase 1B scheme. The County Council has recently been notified that it was successful in this funding application. The £6.93million award, to be received from April 2018, will be supplemented with £270,000 of Hampshire County Council contribution from the existing BRT profit share and £3.13million third party match funding from the bus operator (capital and revenue). The award has been given on the basis that Hampshire County Council will be responsible for meeting any expenditure over and above the total fund as well as any spend beyond 31 March 2020. The scheme is valued at £7.030million in the ETE Capital Programme to reflect the Department for Transport and Hampshire County Council capital contributions only. Funding from the third party bus operator will be managed and spent directly by the third party.
- 3.5. As detailed in the November 2017 Capital Programme Monitoring Report, the County Council has submitted Housing Infrastructure Fund Forward Funding Expression of Interest applications for schemes in Welborne and Manydown. The outcome of these submissions was expected in late Autumn 2017.
- 3.6. Appendix 1 of this report shows a negative expenditure of £0.291million for Solent Enterprise Zone. This is due to a final account adjustment of £0.351million against a payment in advance from the County Council to Scottish & Southern Electric (SSE) relating to Waterfront Power Upgrade works.
- 3.7. Taking into account all recommended adjustments in this paper, together with those approved under delegated authority and listed in Appendix 2 and those approved in previous reports, the amended 2017/18 capital programme is now £76.839million (a net increase of £24.293million from £52.546million).

4. Delivery

- 4.1. This section provides an update on significant points concerning the delivery of the elements of the capital programme since the beginning of 2017/18.
- 4.2. Major transport improvement schemes across the county, as detailed in the November 2017 Capital Programme Monitoring Report, continue to be progressing well.
- 4.3. In preparation for the Fareham - Gosport BRT Phase 1b scheme being added to the Capital Programme and due to all Department for Transport funding needing to be spent by March 2020, initialisation work on this scheme has commenced. Critical to the required timetable is a swift commencement of the ecology studies and initiatives required for this scheme.

- 4.4. A number of small amendments have been made to this year's integrated transport delivery programme. These are listed in the record of delegated approvals set out in Appendix 2.
- 4.5. Final costs for the Sheffield Road Campbell Road scheme are now known and result in the scheme requiring a post completion report, which is presented in Appendix 3 of this paper.
- 4.6. Turning to the Structural Maintenance Programme, work is progressing well against the revised programme, as detailed in the November 2017 Capital Programme Monitoring Report. Spend on the National Productivity Investment Fund and the Pothole Fund is currently on target.
- 4.7. The 2017/18 Safety engineering scheme programme is expected to be completed by the end of March 2018, although currently delivery is slightly behind schedule with 49 of the 118 schemes programmed for 2017/18 being completed by end of Oct 2017.
- 4.8. Bridge schemes are continuing to progress, with the Pale Lane scheme near Hook (repair/strengthen a twin span brick arch) now complete and Tunbridge concrete repairs continuing to be progressed with early contractor involvement from Skanska. Additionally, land issues in connection with the replacement of Holmsley bridge in the New Forest are moving forward through discussions with all affected stakeholders.
- 4.9. Turning to the Flood Risk and Coastal Defence programme, the County Council and Environment Agency have met with Southern Water to consider further development of the proposals for Winchester Road as an integral part of Southern Water's work on the emerging Drainage Action Plan. The County Council and Environment Agency both consider that the improvements at this location should be an important element of the company's business plans for the period 2020 - 2025.
- 4.10. Work has commenced on the first phase of flood alleviation measures along the A32 and around Lower Farringdon. Further work is due to take place in the spring and summer later this year. Programmes of work will also be developed for the delivery of flood risk reduction measures in the Bourne Valley area as well as a number of other locations within the County Council's Flood Risk and Coastal Defence Programme.
- 4.11. The final phase of the Hambledon Flood Alleviation Scheme was completed in November 2017 and the local community and users of the highway are now benefitting from a substantial reduction in the risk of future flooding to the village and roads.
- 4.12. The management of the Flood Risk & Coastal Defence programme is currently being reviewed with the aim of simplifying this complex programme with its diverse funding sources.

5. Programme changes

- 5.1. This section details the amendments and additions recommended for approval.
- 5.2. A list of amendments (approved under delegated authority) is included in Appendix 2. Due to recent funding success as well as the scale of the

Integrated Transport Programme forward programme, a comprehensive review of scheme delivery during the remainder of 2017/18 through to 2020/21 has been undertaken, resulting in a small proportion of schemes being reprogrammed to 2018/19.

- 5.3. The Public Realm Improvement Programme (PRIP) was established by Hampshire County Council to provide funding resources targeted towards public realm enhancements. With much of the funding from this programme allocated to schemes within the Integrated Transport Programme (ITP), in the interests of efficiency, it is recommended that the PRIP resources allocated to ITP schemes are consolidated into the applicable Integrated Transport Programme year.
- 5.4. It is therefore recommended that the Executive Member approves the following individual virements as detailed in the table below:

ITP Scheme	PRIP Year	ITP Year	Value
Romsey Town Centre Imps. Phase 2 – Bell Street	2014/15	2017/18	£47,000
	2015/16	2017/18	£497,000
Romsey Town Centre Imps. Phase 3 – Market Place	2014/15	2018/19	£300,000
	2015/16	2018/19	£153,000
Access to Aldershot Station	2014/15	2018/19	£96,000
Solent LGF - Station Rbt & Gudge Heath Lane	2015/16	2016/17	£100,000

- 5.5. The £11.6million Basingstoke A30 Corridor schemes package consists of two schemes: Winchester Road Roundabout and Thornycroft Roundabout. Following agreement with the Enterprise M3 LEP and as notified in the January 2017 Capital Programme Monitoring report, £0.59million identified as no longer being required for the Winchester Road scheme will be reinvested in the adjacent Thornycroft Roundabout scheme. In addition, since January 2017, further savings have been made on the Winchester Road scheme, and it is proposed that a virement of £0.73million be made from the Winchester Road scheme to the Thornycroft scheme. This will result in revised scheme values of £2.68million (Winchester Road) and £8.92million (Thornycroft).

- 5.6. It is therefore recommended that the Executive Member for Environment and Transport recommends to Cabinet that approval is given for the virement of £0.73million from Winchester Road scheme to the Thornycroft scheme, with the budget for the Winchester Road scheme reducing to £2.68million and the budget for Thornycroft scheme increasing to £8.92million.
- 5.7. To enable the Flood Risk and Coastal Defence programme Buckskin (Basingstoke) and Romsey flood alleviation schemes to commence in 2018/19, local resources of £2.321million for Buckskin scheme and £1.35million for the Romsey scheme need to be carried forward to 2018/19.
- 5.8. It is therefore recommended that the Executive Member approves the carry forward of £2.321million and £1.35million for the Buckskin scheme and the Romsey scheme respectively.
- 5.9. A review of the Capital Programme three-year forward plan has been undertaken, resulting in amendments to the planned 2018/19 and 2019/20 programme as well as the creation of the 2020/21 capital programme. The later two years in particular will continue to be developed with more schemes likely added during 2018/19. This new three-year forward programme includes additional schemes as well as a re-programming of scheme start dates, including a small number of deferrals from the 2017/18 programme, mainly due to re-prioritisation of the current capital programme in response to new schemes entering the programme over the course of the year.
- 5.10. It is therefore recommended that the amended 2017/18 capital programme, totalling £76.839million be approved.

6. Future Programme

- 6.1. The proposed 3-year ETE capital programme for 2018/19 (£139.67million), 2019/20 (£80.324million) and 2020/21 (£44.558million) has been prepared, and is presented elsewhere on this agenda. This equates to a total 3-year capital programme value of £264.552million across ETE.
- 6.2. This compares well with last year's 3-year capital programme of £209million total across the three years.

CORPORATE OR LEGAL INFORMATION:**Links to the Strategic Plan**

Hampshire maintains strong and sustainable economic growth and prosperity:	yes
People in Hampshire live safe, healthy and independent lives:	yes
People in Hampshire enjoy a rich and diverse environment:	yes
People in Hampshire enjoy being part of strong, inclusive communities:	yes

Other Significant Links

Links to previous Member decisions:	
<u>Title</u>	<u>Date</u>
Direct links to specific legislation or Government Directives	
<u>Title</u>	<u>Date</u>

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. Equality Duty

1.1. The County Council has a duty under Section 149 of the Equality Act 2010 ('the Act') to have due regard in the exercise of its functions to the need to:

- Eliminate discrimination, harassment and victimisation and any other conduct prohibited under the Act;
- Advance equality of opportunity between persons who share a relevant protected characteristic (age, disability, gender reassignment, pregnancy and maternity, race, religion or belief, gender and sexual orientation) and those who do not share it;
- Foster good relations between persons who share a relevant protected characteristic and persons who do not share it.

Due regard in this context involves having due regard in particular to:

- a) The need to remove or minimise disadvantages suffered by persons sharing a relevant characteristic connected to that characteristic;
- b) Take steps to meet the needs of persons sharing a relevant protected characteristic different from the needs of persons who do not share it;
- c) Encourage persons sharing a relevant protected characteristic to participate in public life or in any other activity which participation by such persons is disproportionately low.

1.2. Equalities Impact Assessment:

This is primarily a progress report, looking back to delivery of agreed projects. Amendments to individual schemes within each programme will have been made following consultation and will have their own project appraisals (if over £50,000) and associated equalities impact assessments. The decisions in this report are financial and for in-house management of the capital programme accounts.

2. Impact on Crime and Disorder:

2.1. No specific proposals.

3. Climate Change:

- a) How does what is being proposed impact on our carbon footprint / energy consumption?
- b) How does what is being proposed consider the need to adapt to climate change, and be resilient to its longer term impacts?

No specific proposals

TABLE OF EXPENDITURE ACROSS ETE CAPITAL PROGRAMME IN 2017/18

Gross Expenditure	To 30 June 2017 Periods 1-3 £	To 31 July 2017 Periods 1-4 £	To 31 August 2017 Periods 1-5 £	To 30 November 2017 Periods 1-8 £
Structural Maintenance	12,983,116	16,567,620	17,742,295	23,524,925
Integrated Transport Programme	6,202,688	7,345,343	10,098,843	19,892,472
Flood & Coastal Defence Management	112,568	252,330	431,538	555,135
Solent Enterprise Zone	29,881	46,332	48,190	(290,815)
Community Transport	0.00	16,522.70	16,522.70	27,968.62
PRIP	52,797	57,227	63,786	263,017
TOTAL	19,381,050	24,285,374	28,401,175	43,972,702

The following is a list of delegated decisions that have been made since the last update.

2017/18 Access to Aldershot Station – deferral to 2018/19 and an increase in funding to £335,000.

2017/18 Bishopstoke Cycle Path Phase 2 – deferral to 2018/19 capital programme.

2017/18 Over Wallop Traffic Management – deferral to 2018/19 capital programme.

2017/18 Romsey Rail Station Improvements – deferral to 2018/19 capital programme.

2017/18 Stoke Road Gosport – Bus Priority Measures – deferral to 2018/19 capital programme.

2017/18 Abbey Road / Shakespeare Road Improvements, Popley – deferral to 2018/19 capital programme.

2017/18 Crookham Park to Gally Hill Road Cycle Route - deferral to 2018/19 capital programme.

2017/18 Toynbee Road, Eastleigh Traffic Calming – increase the value of this scheme in the capital programme to £185,000.

2017/18 Andover: Bridge Street / Town Mills Acc. & Env. Improvements – remove this scheme from the 2017/18 capital programme (enhanced scheme will be new entry to 2018/19 programme).

2017/18 A339/A33 Ringway and A33/Popley Way Junctions - to vire £100,000 from the Operation Resilience programme to the Integrated Transport Programme.

2014/15	Sherfield Road/ Campbell Road Junction Imps, Bramley
Post Completion Report	
<p>The scheme involved the replacement of a T-junction with a 3 arm roundabout, the design of which required the use of 3rd party land. A requirement of the design was to accommodate a fourth arm with the initial requirement of a field gate to allow tractor and trailer access to the field by the landowner.</p> <p>Works started in October 2014 but this was followed by a period of heavy rain across Hampshire, which caused localised flooding in the area with ditches to the south of the site overflowing across the road. These had to be cleared and a sump pump provided for a low point to the north of the roundabout. Changes needed to be made to the roundabout alignment to alleviate the potential future flooding issues including the redesign of the drainage to provide resilience against future climate change events.</p> <p>In addition the period of heavy rain had a detrimental effect on the capping material, resulting in it being unsuitable. There was therefore a requirement in the contract to change the material to concrete, resulting in an increased cost and a six week prolongation to the contract.</p> <p>Following the completion of the original planned scheme in April 2015, there were a number of concerns raised by residents and the parish council regarding speeds through the roundabout. The maintenance team were also concerned about the use of kerbs to delineate an overrun area around the roundabout, which had been provided to enable large farm vehicles to use the roundabout; however the fourth arm of the roundabout has never been required, so the need for the large circulatory carriageway was no longer present. It was therefore decided that in order to deal with the maintenance and speed issues, the scheme would be expanded to enable remedial works, including increasing the size of the central island and reducing the height of an earth bund to improve visibility, to be undertaken. This work was completed in January 2017.</p>	
Additional funding sources	
<p>The issues and additional work specified above increased the programme value by +£354,000 (+41%) to £864,500. The additional funding was sourced from developer contributions (£265,000) and LTP (£89,000).</p>	