

HAMPSHIRE COUNTY COUNCIL

Decision Report

Decision Maker:	Executive Member for Environment and Transport
Date:	11 July 2017
Title:	ETE Capital Programme 2016/17 End of Year & Quarter 1 2017/18 Report
Report From:	Director of Economy, Transport and Environment

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1. Executive Summary

- 1.1. The Economy, Transport and Environment Department's (ETE) capital programme contains a range of projects, including but not limited to: highways maintenance, major congestion improvements, major transport improvements, flood alleviation, bridge strengthening, town centre improvements and highways safety.
- 1.2. This paper provides a high-level summary of progress and delivery within the capital programme and confirms the year end position for 2016/17. There are five additional appendices which provide further information in detail, if required, and they will be identified when relevant throughout this paper.
- 1.3. The paper concludes with four recommendations.

2. Contextual information

- 2.1. ETE's capital programme is a mix of starts-based and spend-based approvals, which means that the published programme figures are not wholly related to expenditure in any given year. It is not possible, therefore, to correlate the published programme to actual expenditure in any meaningful way. Therefore, to be consistent, this paper tries to focus on gross expenditure (irrespective of programme value).
- 2.2. The capital programme typically includes the following areas of work;
 - Structural Maintenance and Bridges;
 - Integrated Transport (including Major Schemes, Traffic Management, and Safety schemes);
 - Public Realm Improvements

- Waste (Household Waste Recycling improvements and Closed Landfill Sites);
- Flood and Coastal Defence Conservation; and
- Economic Development (Solent Enterprise Zone).

2.3. Appendix 1 summaries the build up of expenditure per work area for 2016/17.

3. Expenditure and Finance

3.1. This section details the capital programme expenditure and finance for 2016/17.

3.2. ETE's gross capital spend during 2016/17 amounted to £80.4million, over £15million more than the average of the previous 7 years.

3.3. Local Enterprise Partnership (LEP) Grants (known as Local Growth Fund or LGF) in 2016/17 totalled £21.7million: £9.7million from Solent LEP and £12million from EM3 LEP. This was over £6million more than in 2015/16. 84% of the funding was spent within the ITP programme and 16% was spent on the Solent Enterprise Zone.

3.4. After reaching a spend high of £16.2million in 2015/16, Developer Contribution use fell to £9.7million in 2016/17, in part due to the prioritisation of LEP funding, with match funding profiled for later spending years.

3.5. Appendix 2 provides a summary breakdown of how the expenditure in Appendix 1 was funded.

3.6. In line with year-end capital procedures, carry forwards from 2016/17 totalling £10.87m were identified and were reported to Cabinet on 19 June. While no further decision is therefore required the detail is included in Appendix 3 for information.

3.7. The majority of the sums carried forward relate to schemes in the Structural Maintenance programme (£9.225million). However, 80% of this sum is accounted for by the following five schemes which, while funding has been included in the 2016/17 programme, were never expected to start on site until 2017/18 or beyond:

- Redbridge Causeway match funding £2.791million. The total value of this scheme is in excess of £19million and a bid for Department for Transport Challenge funding in support of phase 1 of this project was submitted in March 2017. The earmarked funding was increased in the final quarter of the year to provide a level of match funding to maximise the chances of a successful bid.

- Holmsley Bridge (£2million). This is a major bridge replacement scheme (estimated cost £3-4million) which will progress when the balance of funding has been identified, subject to statutory consents and approvals.
- Bourley Road (£1million). £0.650million extra funding was added as a virement to this capital programme scheme in January 2017 as well as £0.230million local resources to ensure sufficient funds are now available to bring this road, which provides both residential access and a link to a business park, up to adoptable standard.
- Mill Lane, Alton (£0.900million). Initial work commenced in 2016/17 with the balance of the funding carried forward, with completion of the scheme programmed for 2017/18.
- Albermarle Avenue (£0.650million). Currently in design with work onsite expected to commence in 2018/19.
- The balance of £1.884million comprises a number of lower value schemes the majority of which are programmed for 2017/18.

3.8. Expenditure of £85million for 2017/18 was estimated in January (Appendix 2 of the Executive Member for Economy, Transport and Environment report). This figure will be amended to take into account the programme changes outlined in Section 6 as approved.

3.9. The Department was successful in its ambition to achieve the Department for Transport's (DfT) highest rating (Band 3). This has maintained the maximum possible funding from the 'incentive fund' for 2017/18, and beyond.

4. Delivery

4.1. This section details significant points concerning the delivery of the elements of the capital programme in 2016/17.

4.2. The £45million Structural maintenance programme for 2016/17 was completed, with the exception of those schemes carried forward, as detailed in Appendix 3. Within the year, 487 Highways planned maintenance schemes and 125 Safety engineering schemes were completed.

4.3. In addition to the completed Highways planned maintenance and Safety engineering schemes, the Structures team (responsible for the inspection and maintenance of approximately 1,850 road bridges, footbridges and retaining walls across Hampshire) completed 5 large structure schemes, including Flaxfield Road and Portsdown Hill retaining wall schemes, Hale bridge schemes, and the two road/rail interface schemes at Crabbe Lane in Sway and Odiham in Winchfield.

4.4. On transport, the Major Schemes programme continued to gather pace, with the completion of seven major schemes in 2016/17 to the value of

£34.59million. In addition, two major schemes on the A27 near Fareham are progressing well and contractual arrangements have ensured that traffic congestion on the A27 Segensworth to Titchfield upgrade has to date been kept to a minimum despite construction taking place on this busy arterial route serving Fareham and Gosport.

- 4.5. Final scheme costs for the Newgate Lane North major scheme (completed 15/16) have now been agreed at £7.396million, 7.2% above the approved budget of £6.9million. It is not unusual for large schemes such as this to outturn with a variance against the original budget of up to +/- 10%. This additional cost will be met from within the Transport Capital Programme.
- 4.6. Highways England was planning to implement improvements to M27 J9. However it withdrew its funding in 2015. Therefore a bid of £13million has been submitted by the County Council to Highways England Growth and Housing Fund, towards a total scheme cost of £19.6million for improvements to the M27 Junction 9 and R1 at Whiteley. These improvements are essential to help bring forward planned strategic housing development at Whiteley, including 3,500 new homes, and to help reduce significant delays particularly during peak periods on both the M27 and the local highway network. £6.6million local contributions have been identified towards the total scheme cost. A response to the bid is urgently awaited to provide developers with confidence to invest.
- 4.7. Delivery across the rest of the transport programme has been strong with progress on 17 different named schemes, including 8 schemes completed in 2016/17, each of which has required a bespoke design and a level of consultation.
- 4.8. The completion of the new £2.32million 'Station 1' speculative industrial building at Daedalus was completed to budget, and Hampshire County Council received full payment for the additional works from Fareham Borough Council in Quarter 4 of 2016/17 for £327,426.99. Daedalus Drive, the new waterfront access road designed and delivered by the County Council, is now complete.
- 4.9. The main elements of the flood alleviation scheme at Hambledon were completed last year. The final resurfacing of the highway and footways is planned to start imminently.
- 4.10. Additional funding of £6million required to support the development and delivery of schemes within the programme was approved by Cabinet on 3 February 2017.
- 4.11. Monitoring of average fee rate has been undertaken for the past nine years and was originally part of a successful exercise to bring average fee-levels down within the transport programme. It is now more generally used to monitor fees across the whole programme, which for 2016/17 produced an average fee rate of 20.26%.

5. Challenges and Opportunities 2017 and beyond

- 5.1. This section details the significant challenges and opportunities of the capital programme in 2017/18 and future years.
- 5.2. The Department is seeing an increased prevalence of claw-back clauses in funding agreements. Acceptance of these clauses could increase the risk of repayment through the capital budget, thereby adding uncertainty to ETE's Capital/Revenue budget split.
- 5.3. The new Hampshire Highways Service Contract with Skanska comes into effect on 1 August 2017, with much of the Structural maintenance programme being delivered through this new contract.
- 5.4. On 30 March 2017, ETE submitted a £5million bid (maximum allowed) to the Department for Transport's 'Local Highways Maintenance Challenge Fund Tranche 2A' for major maintenance schemes. The submitted bid is for funding towards the A35 Redbridge Causeway bridges and carriageway, Phase 1. This comprises strengthening and improvement of 4 bridges and resurfacing of 1.8km of carriageway. The estimated scheme value is £8million and match funding will be made from existing allocations as well as £0.95million being vired from planned savings in the 2016/7 Highways Traffic and Transport revenue budget, as approved by the Executive Member in January 2017. Current rules state that the Challenge Fund funding has to be spent within the 2017/18 financial year. However, due to the General Election being called, the outcome of the bid is not yet known and there is no published date for an announcement.
- 5.5. ETE has submitted three bids to the Department for Transport's Safer Roads Fund, for the A32, A27 and A36. However, again due to the General Election being called, the outcome of these bids is not yet known and there is no published date for an announcement.
- 5.6. Notable programmed Structures schemes for 2017/18 are Pale Lane bridge where ties/stitching of brickwork will be undertaken, and Waterside retaining wall at Hythe where the Structures team will be utilising concrete piles to stabilise a wall. In addition, financial planning and stakeholder engagement will continue alongside preliminary design work for replacement of Holmsley Bridge in the New Forest, with over £2million of the expected £3-4million funding required set aside from previous years.
- 5.7. On transport, schemes to the value of £49.87million are due for completion in 2017/18 (compared with schemes to the value of £34.59million completed in 2016/17). ETE teams are working hard to deliver this challenging goal.
- 5.8. Schemes to the value of £76.7million, as previously reported, are still expected to commence in 2018/19.
- 5.9. ETE will be submitting a £6.4million bid to the DfT National Productivity Investment Fund for an extension to the existing successful Bus Rapid

Transport scheme. This will be the Phase 1b extension further south to Gosport. It is hoped that the outcome of this bid will be known shortly.

- 5.10. Following recent tender submissions on the amended approach to deliver the Bell Street scheme in 2 phases, there is a slight increase in the overall value of the scheme. The additional funding required is expected to be sourced from the Hampshire County Council's Market Towns funding in a separate report to the fund holder.
- 5.11. Stubbington Bypass is one of the final parts of the package of schemes aimed at improving access to Fareham and Gosport. The bypass is much needed to reduce peak hour congestion and to encourage investment into the Solent Enterprise Zone. In February 2017, £25.7million was awarded for the scheme by DfT (as part of the Local Growth Fund 3). The scheme is to be progressed as a DfT retained scheme and will be subject to Full Approval once the Full Business case has been signed off and all the Orders are in place. An additional £8.5million was confirmed in September 2016 by the County Council's Cabinet, providing a 25% local contribution to the scheme total of £34.2million. In March 2017 the Solent LEP provided an advance of £3.5million funding towards the land acquisition and enabling works. In 2017/18 work will be progressing on the scheme to ensure land acquisition can commence as soon as possible, with enabling works also due to commence shortly. This is subject to separate reports to the Executive Member for Environment and Transport (later on this agenda) and the Executive Member for Policy and Resources.
- 5.12. Hampshire County Council is managing the delivery of the new foul drainage provision at Daedalus, with works commencing in September 2017. The new occupier for Station 1 at Faraday Business Park, a 25,000 sq.ft industrial building, will be moving in shortly.
- 5.13. Following the Executive Member decision on 15 September 2016, the Flood Risk and Coastal Defence programme is structured as a 'Main Programme' and a 'Pipeline Programme'. Please see Appendix 5 for further detail.
- 5.14. The development and delivery of the priority locations identified in the 'Main Programme' such as Buckskin in Basingstoke, Romsey, and Winchester continue to be the main focus for the County Council. Locations in the 'Pipeline Programme' will be brought forward into the 'Main Programme', and be investigated further, as the higher ranked schemes are either shown not to be viable, additional resources become available, or other circumstances such as a flood event cause a review of priorities. Updates both on individual schemes and the overall programme will be brought periodically. The current programme is outlined in Appendix 5.

Key Programme Information

6. Significant Programme Changes

- 6.1. This section details the amendments and additions which are recommended for approval. A list of other amendments (approved under delegated authority) is included in Appendix 4.
- 6.2. ETE has received confirmation in March 2017 that DfT has allocated additional 2017/18 grant funding over that forecast in the January 2017 ETE Proposed Capital Programme 2017/18, 2018/19 and 2019/20:
 - Highways Maintenance Incentive Fund - awarded at the highest level 3 (£2.293million); and
 - National Productivity Investment Fund (£5.098million).
- 6.3. It is therefore recommended that approval is given to increase the Structural Maintenance and Bridges programme to £45.184million to reflect the addition of these two grant funding streams.
- 6.4. Through the Safer Routes to School and School Expansion Support Programme ETE will be working with CCBS and Children's Services to support Hampshire County Council's dual objectives of increasing pupil capacity at Hampshire's schools and removing some of the deterrents to the use of sustainable transport. This will be achieved through the design and delivery of a series of transport access improvements across the county. The full cost of the programme is estimated at £0.5million.
- 6.5. Following completion of all planned schemes in the Local Highways and Transport minor works programme which formally ended on 31 March 2017 a sum of £0.475million was unused as a result of higher contributions from developer funding. It is proposed to reallocate this sum in support of the Safer Routes to School programme, with a further £25,000 funded through Developer Contributions.
- 6.6. It is therefore recommended that this programme is approved and is funded as set out in paragraph 6.4 above.
- 6.7. The revised Community Transport Operating Model recently agreed by the Executive Member for Environment and Transport provides support to replace vehicles used in the delivery of community transport contracts awarded by the County Council as resources allow. These contracts provide Dial-a-Ride services, Call and Go services and Minibus Group Hire Schemes.

6.8. A programme of vehicle replacement covering 2017/18 has now been developed and is summarised in the table below to be funded from the Vehicle Replacement Reserve and partner contributions.

2017/18	21 vehicles	£0.495 million through HCC's Vehicle Replacement Reserve
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6.9. It is therefore recommended that the Vehicle Replacement Programme is approved, with Hampshire County Council's Vehicle Replacement Reserve being the funding source of £0.495million in 2017/18.

6.10. As set out in the Capital Programme Monitoring report approved by the Executive Member on 19 January 2017, early assessments of Flood Risk and Coastal Defence programme schemes in both the 'Main' and 'Pipeline' programme identified that a significant level of additional capital funding would be needed to support the programme.

6.11. This assessment was informed by the County Council's experience of the national FDGiA funding process which had shown the County Council, and other funding partners, being required to provide a proportionately much higher level of investment than originally anticipated. The development of detailed designs has also shown higher costs for schemes compared to the estimates generated to meet the tight FDGiA bid submission deadlines in 2014.

6.12. A summary of the original FDGiA bid process and the funding challenge facing the Flood Risk and Coastal Defence programme was presented to Full Council on 16th February 2017. A request to provide additional capital investment of £6m to allow the County Council to maintain a leading role in progressing delivery of further existing priority schemes, to provide match funding to support bids, and continue to engage other potential funding partners, was approved.

6.13. It is therefore now recommended that the Executive Member for ETE asks the Executive Member for Policy and Resources to approve the virement of the £6million to the ETE capital programme to enable Flood Risk and Coastal Defence programme funding to be managed within one budget and for delegated authority to be given to the Executive Member for Environment and Transport to make decisions on the programme of works supported by that £6m supports, in line with agreed priority areas identified by the council and as set out in Flood Risk management Plans.

7. Recommendations

7.1. That the 2017/18 Structural Maintenance and Bridges programme is increased to £45.184million to incorporate additional grant funding received.

7.2. That approval be given for the Safer Routes to School and School Support Programme to be added to the Capital Programme and for it to be funded through the re-allocation of the unused £0.475million from completed

previous year programmes resulting from higher than anticipated contributions from developer funding.

- 7.3. That approval be given for the £0.495million 2017/18 Vehicle Replacement Programme to be added to the Capital Programme, with Hampshire County Council's Vehicle Replacement Reserve being the funding source.
- 7.4. That the Executive Member for Policy and Resources be requested to approve the virement of the previously approved £6million additional capital investment for the flood risk and coastal defence to the ETE Flood Risk and Coastal Defence capital programme to enable the consolidation of the resources into a single budget to maximise Hampshire County Council's flood risk and coastal defence delivery.

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

Hampshire safer and more secure for all:	yes
Maximising well-being:	yes
Enhancing our quality of place:	yes

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 at the delivery of agreed projects. Amendments to individual schemes within each programme will have been made following appropriate consultation and will have their own project appraisals 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. The proposals in this report are not considered to have any direct impact on the prevention of crime.

3. Climate Change:

a) How does what is being proposed impact on our carbon footprint / energy consumption? – no specific proposals

- 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

ETE Spend by sub-programme 2016/17

Gross Expenditure	To 31 Jul 2016 1 April - 31 July 2016 £	To 30 Nov 2016 1 Aug – 30 Nov 2016 £	To 31 Mar 2017 1 Dec 2016 – 31 Mar 2017 £	To 31 March 2017 Outturn £
Structural Maintenance	10,598,537	13,466,289	13,509,295	37,574,121
Integrated Transport Programme	10,356,361	9,718,187	14,963,716	35,038,266
Solent Enterprise Zone	2,433,747	2,284,237	740,764	5,458,749
Flood & Coastal Defence Management	905,356	919,452	398,989	2,223,797
Other	39,883	56,442	50,558	146,884
TOTAL	24,333,886	26,444,608	29,663,324	80,441,819

Other includes PRIP, Community Transport and Waste programmes.

Details of Funding used

ETE Capital Funding Summary

	£
Contributions:	
Other Local Authorities (OLAs)	1,290,798.89
* Developers	9,712,299.49
* Other	21,940,786.43
Grant income	32,170,089.95
Prudential borrowing	4,755,875.47
Reserve accounts total	925,695.99
Total specific funding	70,795,546.22
Plus funding from local resources	9,646,273.34
Total funding	80,441,819.56

Developers = S1-06 Agreements

Other = Other grants and contributions. Further details below.

Capital Funding Summary – Contributions from others

		£	£
Solent LEP	Newgate Lane - Peel Common	(281,729.41)	
Solent LEP	Newgate Lane - South	(482,828.34)	
Solent LEP	A27 Dualling E&W St Margarets Roundabout, Fareham	(2,233,876.19)	
Solent LEP	A27 Corridor - St Margarets Roundabout, Fareham	(125,603.88)	
Solent LEP	A27 Corridor - Station Roundabout, Gudge Heath Lane, Fareham	(2,875,559.69)	(9,431,086.81)
Solent LEP	Stubbington Bypass	(13,998.73)	
Solent LEP	Solent EZ.- Daedalus Drive (phase 3A)	(3,404,660.42)	
Solent LEP	Solent EZ.- Foul Drainage Works (phase 3B)	(11,696.15)	
Solent LEP	Solent EZ.- Waterfront Power works (phase 3C)	(1,134.00)	
New Forest National Park Authority	NFNPA - LSTF Brockenhurst Cycle Routes	(86,361.62)	
New Forest National Park Authority	Principal SM&RS Schemes	(32,575.21)	(118,936.83)
Enterprise M3 LEP	A340 Dualling, Aldermaston Road, Basingstoke	(485,669.58)	
Enterprise M3 LEP	A30/A340 Winchester Road Roundabout, Basingstoke	(1,598,482.13)	
Enterprise M3 LEP	A339/A33 Ringway and A33 Popley Way junction, Basingstoke	(1,290,528.08)	
Enterprise M3 LEP	Whitehill Bordon IRR Phase 2	(6,666,548.03)	
Enterprise M3 LEP	Access to Fleet Station	(24,895.16)	
Enterprise M3 LEP	Ringway North/Rooksdown access improvements, Basingstoke	(7,000.00)	
Enterprise M3 LEP	STF Merton School improvements, Basingstoke	(69,932.29)	(11,986,172.85)
Enterprise M3 LEP	A33/Crockford & Binfields Roundabouts, Basingstoke	(1,456,676.30)	
Enterprise M3 LEP	Western Way Puffin Crossing, Basingstoke	(90,826.12)	
Enterprise M3 LEP	St Pauls Hill & Romsey Rd/Upper High St, Winchester	(21,654.13)	
Enterprise M3 LEP	Westgate/Western Schools T'port imp, Winchester	(57,627.87)	
Enterprise M3 LEP	WiFi and AudioVisual - Buses and Railway Stations	(111,000.00)	
Enterprise M3 LEP	Whitehill/Bordon A325 Integration Works	(91,095.26)	
Enterprise M3 LEP	West Ham Roundabout Capacity Improvements, Basingstoke	(14,237.90)	
Highways England	M27 Junction 9 & R1 Roundabout, Whiteley	(156,174.60)	(156,174.60)
BT Open Reach	Non-Principal Sm&RS Schemes	(288.44)	(288.44)
Homes & Communities Agency (HCA)	Newgate Lane North - adjustment	(128,126.90)	(128,126.90)
Use of accrued interest on Loan X002D	Daedalus EZ Phase 1D (building)	(120,000.00)	(120,000.00)
TOTAL		(21,940,786.43)	

Schemes Not Started by 31st March 2017 – To be Carried Forward to 2017/18

Scheme	Control Basis Starts or Exp	Value £000	Reasons for Delay
Structural Maintenance			
Holmesley Bridge	Exp	2,000	Accumulating funding for major scheme over a number of years
Redbridge Causeway	Exp	2,791	
Havant Footbridge	Exp	250	
Bourley Road	Exp	1,000	Funding set aside for 17/18 scheme to bring road up to adoptable standard
Albemarle Avenue	Exp	650	Accumulating funding for major scheme over a number of years
Reeds Lane, Church Road	Exp	118	Carry forward of funding for 17/18 scheme
Mill Lane, Alton	Exp	900	Carry forward of funding for 17/18 scheme
A30 London Road, Hartley Wintney	Exp	400	Carry forward of funding for 17/18 scheme
Barncroft Way, Havant	Exp	300	Carry forward of funding for 17/18 scheme
Ringwood Road, Denmead	Exp	100	Carry forward of funding for 17/18 scheme
A323 Wellington Avenue, Rushmoor	Exp	115	Carry forward of funding for 17/18 scheme
Anmore Road, Denmead	Exp	110	Carry forward of funding for 17/18 scheme
Highways Lab building and equipment upgrade	Exp	118	Accumulating funding for major scheme over a number of years
Misc. schemes	Exp	373	Carry forward of funding for 17/18 schemes
Integrated Transport Programme			
Romsey Town Centre Imps. Ph 2 - Bell Street	Start	375	Delay to scheme following public consultation
Safety			
Low Cost Safety Schemes Programme (LCP)	Exp	35	Slight delay to delivery of the programme. Commitments remain in 2017/18
Casualty Reduction Programme (CRP)	Exp	59	Slight delay to delivery of the programme. Commitments remain in 2017/18

Carriageway Surface Treatment Programme (CSTP)	Exp	15	Slight delay to delivery of the programme. Commitments remain in 2017/18
Carriageway Safety Audit Programme (CSAP)	Exp	55	Slight delay to delivery of the programme. Commitments remain in 2017/18
Minor Traffic Management			
Swanwick Lane Traffic Management	Exp	124	Slight delay to delivery of scheme
Misc. Minor TM Management Schemes -East & West	Exp	35	Slight delay to delivery of the programme. Commitments remain in 2017/18
Other			
Coastal Conservation	Start	950	
Total ETE		10,873	

The following is a list of projects where delegated decisions have been made.

2017/18 Bishopstoke Cycles Phase II – scheme added to programme at £227,000 value.

2017/18 Approval values for LR-LHTF – approved reallocation between years.

Flood Risk and Coastal Defence – Main and Pipeline Programme

Main Programme

Location	District
Buckskin, Basingstoke.	Basingstoke and Deane
Romsey	Test Valley
Winchester (incl. Littleton, Kings Worthy and Headbourne Worthy)	Winchester
Bourne Rivulet (incl. St. Mary Bourne, Stoke, Hurstbourne Tarrant, Vernham Dean, Upton and Ibthorpe)	Basingstoke and Deane / Test Valley
Hursley	Winchester
Calmore Road, Totton	New Forest
Copythorne	New Forest
Candover Brook (Preston and Brown Candover).	Basingstoke and Deane
Wickham	Winchester
Lower Farringdon and Chawton	East Hants
Ringwood	New Forest
Sutton Scotney	Winchester
Beeches Lane, Bishops Waltham	Winchester
River Lavant (Finchdean, Rowlands Castle).	East Hants
Twyford	Winchester
Rectory Road, Farnborough	Rushmoor
School Lane, Chandlers Ford	Eastleigh

Pipeline Programme

Location	District
Wallington	Fareham
Fleet Road, Cove, Farnborough	Rushmoor
Fordingbridge and Breamore	New Forest
The Pentons and Monxton	Test Valley
Pitt, Winchester	Winchester
Watery Lane, Upper Clatford	Test Valley
Spencer Road, New Milton	New Forest
Sycamore Road, Farnborough	Rushmoor
Monks Brook, Chandler's Ford.	Eastleigh
Goodworth and Clatford	Test Valley
Upper Test (Deane, Cole Henley).	Basingstoke
West Tytherley	Test Valley
Chandlers Lane, Yateley	Hart
Longparish	Test Valley
Bishops Sutton	Winchester
Church Lane East, Aldershot	Rushmoor
Appleshaw	Test Valley
Micheldever	Winchester
Mapledurwell	Basingstoke
Owslebury	Winchester
Butts Ash Lane, Hythe	New Forest