

# HAMPSHIRE COUNTY COUNCIL

## Officer Decision Record

<b>Decision Maker:</b>	Director of Economy, Transport and Environment
<b>Title:</b>	Transport Capital Programme Delegated Amendments
<b>Date:</b>	November 2020

**Contact name:**

**Tel:** 0370 779 0492

**Email:** maria.golley@hants.gov.uk

**1. The decision:**

1.1. That the Director approves the recommended delegated decisions set out in Appendix 1.

**2. Reason for the decision:**

2.1. To formally amend the capital programme and record delegated decision on projects that require;

(a) entry into the programme up to £250,000 in value, or fully externally funded (no upper limit). (Fin.Reg 2.27a)

(b) additional capital resources on existing schemes up to £250,000 (increase value), or fully externally funded (no upper limit) (Fin.Reg 2.27a)

(c) approval to spend, procure, or to enter necessary contracts on schemes below £250,000 in value. (Fin. Regs 2.27b)

(d) approval to spend up to an additional £250,000 capital on schemes. (Fin. Regs 2.27c & 2.29)

(e) deletion from the programme up to £500,000 in value (Fin.Reg 2.28)

**3. Other options considered and rejected:**

3.1 Options on each individual project change are identified in the Appendix.

**4. Conflicts of interest:**

4.1. Conflicts of interest declared by an Executive Member who is consulted by the officer which relates to the decision: None

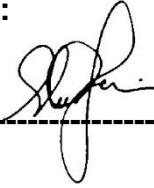
**5. Dispensation granted by the Head of Paid Service:**

5.1. None

**6. Supporting Information:**

6.1. None

**Approved by:**



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**Stuart Jarvis**

**Director of Economy, Transport and Environment**

**Date:**

**5 November 2020**

## HAMPSHIRE COUNTY COUNCIL

### Decision Report

<b>Decision Maker:</b>	Director of Economy, Transport and Environment
<b>Title:</b>	Transport Capital Programme Delegated Amendments
<b>Date:</b>	October 2020

**Contact name:**

**Tel:** 0370 779 0492

**Email:** [maria.golley@hants.gov.uk](mailto:maria.golley@hants.gov.uk)

### 1. Executive Summary

- 1.1. The purpose of this paper is to obtain delegated approval to make a range of minor adjustments to the Integrated Transport Programme.
- 1.2. Appendix 1 includes amendments across the ETE Capital Programme, resulting in a net increase in capital approvals totalling £376,000.
- 1.3. The schemes included are at different stages of development and delivery. Some may now be complete and will relate to older programmes, some are part of the current year, others will relate to the provisional forward programme.

### 2. Context

- 2.1. Capital financial regulations set out where delegated decisions can be made on a programme-wide basis.
- 2.2. The “last programme values” are the latest formally reported approval value. For older schemes this is most likely a project appraisal figure. For the current year, most will be project appraisal figures, for future years this is most likely the last EMETE capital update or Project Appraisal figure.
- 2.3. Appendix 1 does not include changes to the programme already approved as a result of a delegated PA, as this change is inherent in the approval.

### 3. Background

- 3.1. This report is aimed at improving transparency of the various minor amendments that are made to the published capital programmes.
- 3.2. It is intended that all delegated capital decisions for ETE (not Project Appraisals) can be made through this simple report, however it does not restrict separate decision reports being prepared where deemed necessary.
- 3.3. A summary of the decisions made should be included in an appendix to the quarterly Executive Member capital programme updates.

#### **4. Finance**

- 4.1. The seven recommendations; one new entry and six amendments, as detailed in Appendix 1, result in a net increase in capital approvals totalling £376,000.
- 4.2. Where necessary, funding has already been identified to cover increases to the approvals. In cases of decreasing capital allocations, where it has been reallocated this has been identified
- 4.3. An adjustment to the maintenance and revenue implications of any cost increases has not been undertaken. For schemes that are yet to have a PA, the maintenance costs and revenue implications will be calculated then, as usual.

#### **5. Recommendation**

- 5.1. That the Director approves the recommendations set out in Appendix 1.

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

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

**Other Significant Links**

<b>Links to previous Member decisions:</b>	
<u>Title</u>	<u>Date</u>
ETE Proposed Capital Programme 2020/21, 2021/22 and 2022/23	14/Jan/20
<b>Direct links to specific legislation or Government Directives:</b>	
<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

## Impact Assessments

### 1. Equalities Impact Assessment:

- 1.1. The proposals in this report have been developed with due regard to the requirements of the Equality Act 2010, including the Public Sector Equality Duty and the Council's equality objectives. The website contains a summary assessment of the impacts on developing Hampshire's highway network and transport systems.
- 1.2. Statutory considerations:

<b>Impact</b>	
Age	None
Disability	None
Sexual Orientation	None
Race	None
Religion and belief	None
Gender Reassignment	None
Sex	None
Marriage and civil partnership	None
Pregnancy and maternity	None
<b>Other policy considerations</b>	
Poverty	None
Rurality	None
Other factors	None
Geographical impact	All of Hampshire

### 2. Impact on Crime and Disorder:

### 3. Climate Change:

How does what is being proposed consider the need to adapt to climate change, and be resilient to its longer-term impacts? Climate change impacts are considered at time of Project Appraisals for schemes.

**DELEGATED DECISIONS REQUIRED**

<b>2020/21</b>	<b>BDBC - Abbey Road/Shakespeare Road Ped and Cycle Improvements Phase 2</b>	
<b>Requirement for change</b>		
<p>New entry to 2020/21 capital programme - CMS 3304</p> <p>This scheme is a continuation of CMS 1630 which had to be delivered in phases due to insufficient S106 funding available at the time. Additional S106 funding has now been received enabling the delivery of the next phases of the project.</p> <p>The works are being proposed to improve accessibility and safety throughout Popley. This will include the provision of missing footway link and conversion of existing refuge to provide a safe crossing point for pedestrians particularly those with mobility issues; and, provision of a footway link from the Bus Stop on Popley Way to Tintern Close (This is new and was proposed by Cllr. Frankum to replace the Improvement to Access Arrangement on Melrose walk, which was part of phase two.)</p> <p>Due to the unknown costs linked to COVID-19 only the above two elements can be taken forward, therefore the remaining improvements in phase two will be taken forward once additional funds become available.</p> <p>There is political support from the County Councillor. These works are to be funded by S106 contributions.</p>		
<b>Other options considered and rejected</b>		
To not include this scheme in the capital programme, however it was deemed that this work needs to be undertaken to improve accessibility and safety in the area.		
<b>Last programme value</b>	<b>Change required</b>	<b>New programme value</b>
0	+£195,000	£195,000
<b>Recommendation 1</b>		
To include this scheme in 2020/21 capital programme.		

<b>2020/21</b>	<b>EHDC - Whitehill Bordon: Outstanding C114 Crossings</b>	
<b>Requirement for change</b>		
<p>CMS 3124</p> <p>This scheme was originally in the 20/21 capital programme as Whitehill Bordon – Outstanding C114 crossings for £445,000.</p> <p>It is now anticipated that the scheme will cost £495,000 and will only focus on works to provide pedestrian and cyclist crossings at Woolmer Way to Tesco</p>		

Crossroads. It will not include the crossing at Conde Way roundabout work as this will become a separate scheme. It will also be renamed to Whitehill Bordon GGGL – Tesco Junction Cycle Improvements

This scheme will now be funded by £160,000 LEP grant and £335,000 S106 funding.

**Other options considered and rejected**

To not increase the value of this scheme in the capital programme however this scheme will add value to the Whitehill and Bordon programme of works.

Last programme value	Change required	New programme value
£445,000	+£50,000	£495,000

**Recommendation 2**

To increase the value of this scheme to £495,000 and rename it.

2020/21	EHDC - Whitehill Bordon GGGL Station Road Crossroads							
<b>Requirement for change</b>								
<p>CMS 3232</p> <p>This scheme is being deferred to 2021/22 due to its complexity, particularly following the publication of LTN 1/20 and the proposal to construct a roundabout at the Station Road / Lindford Road traffic signal junction. Therefore, more time is required at the design stage to review the brief and to consult with the public and stakeholders.</p> <p>In addition, as this scheme connects into the Oakhanger Road East to West Shared use Path scheme, it is proposed to deliver both schemes as one contract to reduce traffic impacts and deliver commercial efficiencies. This will be reflected in the 3 year capital programme in January Executive Member report.</p> <p>Member has been informed.</p>								
<b>Other options considered and rejected</b>								
To not defer the scheme but more time is required to review the brief and undertake further consultation.								
<table border="1"> <thead> <tr> <th>Last programme value</th> <th>Change required</th> <th>New programme value</th> </tr> </thead> <tbody> <tr> <td>£40,000</td> <td>£0</td> <td>£40,000</td> </tr> </tbody> </table>			Last programme value	Change required	New programme value	£40,000	£0	£40,000
Last programme value	Change required	New programme value						
£40,000	£0	£40,000						
<b>Recommendation 3</b>								
To defer this scheme to 21/22.								



2019/20	<b>HBC: Scratchface Lane (West), Pedestrian and Cycle Improvements, Bedhampton</b>	
<b>Requirement for change</b>		
<p>CMS 2437</p> <p>Increase value of scheme by £61,000 due to the additional costs which have arisen due to the tender returns exceeding the project cost estimate. This scheme was one of the first to be tendered under the new Gen 4 contract and there was uncertainty regarding the costs of the 'site specific' items and how contractors would factor in the additional requirements of Covid safe working practices.</p> <p>The Project Appraisal for this scheme was approved in April 2020.</p> <p>The increased value to be funded by S106 contributions.</p>		
<b>Other options considered and rejected</b>		
To not increase the value of the scheme, however it was deemed that this was not possible if the works were to be fully implemented.		
<b>Last programme value</b>	<b>Change required</b>	<b>New programme value</b>
£188,000	+£61,000	£249,000
<b>Recommendation 4</b>		
To increase the value of this scheme to £249,000.		

2019/20	<b>WCC – Access Improvements to Kings School Winchester</b>	
<b>Requirement for change</b>		
<p>CMS: 1260 - This is an increase to the value of the scheme of £20,000 due to the need for night-time working which increases the construction period and costs such as traffic management, communication and additional equipment. Additional costs can also be attributed to the implementation of Covid-19 safe working practices that will require more signage and less productive time. The increased value will be funded by CIL.</p> <p>The Project Appraisal for this scheme was approved on 10<sup>th</sup> March 2020.</p> <p>There is also a change of funding for this scheme which is now £300,985 funded by CIL and £139,015 funded by S106.</p>		

<b>Other options considered and rejected</b>		
To not increase the value, however this will not enable the benefits of the scheme to be realised. To not change the funding source, however, this will not enable the funding source to be optimised.		
<b>Last programme value</b>	<b>Change required</b>	<b>New programme value</b>
£420,000	+£20,000	£440,000
<b>Recommendation 5</b>		
To increase the value of the scheme and change the funding allocation.		

<b>2019/20</b>	<b>NFDC - Long Lane Footway, Marchwood, Phase 2</b>	
<b>Requirement for change</b>		
CMS 2368		
Increase value of scheme by £50,000 due to a more precise estimate after further design work was completed. In addition, a change to funding as there will no longer be a contribution from Southampton Football Club as previously anticipated.		
This scheme will now be funded by LTP.		
<b>Other options considered and rejected</b>		
To not continue with this scheme but it is considered beneficial to the local area		
<b>Last programme value</b>	<b>Change required</b>	<b>New programme value</b>
£65,000	+£50,000	£115,000
<b>Recommendation 6</b>		
To increase the value of the scheme to £115,000.		

<b>2020/21</b>	<b>BDBC – East Woodhay Transport and Accessibility Measures</b>	
<b>Requirement for change</b>		
CMS 2207		
This scheme is being deferred to 2021/22 capital programme as although work has progressed on this scheme, delivery is now unlikely to take place this financial year.		
Local member informed.		

<b>Other options considered and rejected</b>		
To not defer the scheme. However, this would not provide sufficient time to properly develop a successful scheme.		
<b>Last programme value</b>	<b>Change required</b>	<b>New programme value</b>
£340,000	£0	£340,000
<b>Recommendation 7</b>		
To defer this scheme to 2021/22 capital programme.		