



integral to the governance process, with all capital projects and decisions now evaluated for climate change adaptation and carbon mitigation.

8. Across the department, work is being undertaken to identify the best materials and design solutions to reduce carbon emissions and protect the network from a changing climate. Alternative low carbon products such as locally produced cold-lay asphalt and recycled plastic kerbing are now widely used for maintenance and capital improvement schemes, as well as greater recycling of used carriageway materials. Greater sourcing of durable materials and the adoption of innovative techniques such as sustainable drainage, will also deliver wider environmental benefits.
9. In addition, increased investment in walking and cycling infrastructure and public transport reflects the capital programme's shift in emphasis to sustainable transport measures and builds resilience across Hampshire's transport network. This paper provides a short narrative summary of progress and delivery within the capital programme. The additional appendices to this report provide more detailed information and are referenced where relevant.
10. This paper also contains recommendations for the consideration of the Executive Lead Member for Economy, Transport and Environment.

## **Expenditure and Finance**

11. This section provides an update on the capital programme expenditure and finance since the beginning of 2021/22.
12. Gross spend across the capital programme from 1 April to 31 August 2021 is £37.508million, which is 72% higher than the same period in the previous year. Appendix 1 shows where expenditure is being made across ETE's programme.
13. Planned expenditure for 2021/22 of £152.120million was forecast in January 2021 (Appendix 2 of the report to Executive Member for Environment and Transport). A comprehensive review of planned expenditure will be undertaken through the autumn and reported in the next quarterly update. Although it is expected that spend will increase in Q3 and Q4 2021/22, as more major schemes enter or continue to deliver on site, it is likely that the overall forecast will reduce from January 2021 forecast levels.
14. In August 2021, the County Council submitted a bid for £5.4million to the Department for Transport (DfT) for Tranche 3 Active Travel funding (ATF). If successful, this bid will build on the success of the Tranche 2 ATF fund by delivering further walking and cycling measures across the County. The bid outcome is expected in Autumn 2021.
15. The department is also waiting to hear the outcome of the £14.4million Levelling Up Fund bid that was submitted earlier in the year. The fund will provide improvements to the walking and cycling networks in Gosport and Havant in order to improve accessibility between communities and local education and employment opportunities.
16. In July 2021 concerns over the national position across the highways and construction sectors, largely caused by materials and labour shortages, and the potential impact of these on the cost and duration of major schemes, were reported. Recent government announcements on the increase in National

Insurance contributions to provide additional funding for health and social care, in addition to changes to restrict entitlement to use red diesel, are expected to result in further cost pressures that are likely to impact the delivery of ETE's capital programme. These pressures are reflected within the sub-programme updates that follow in this report.

17. To manage these and future challenges, collaborative working arrangements with contractors and stakeholders continue to be developed and embraced. The County Council prides itself on being a client of choice for its contractor partners and the strong collaborative relationships that are already in place will enable open and honest dialogue around the ongoing challenges, and in some cases, this can hopefully lead to innovative, value-engineered solutions at reduced cost.

### **Delivery and Programme Changes**

18. This section details significant points concerning the delivery of the elements within each Economy, Transport and Environment sub-programme since the last report and recommends amendments and additions to the capital programme for approval.

The following Project Appraisals have been approved by ETE Executive Members since the ETE Capital Programme Quarter 1 2021/22 report:

- A35 Redbridge Causeway Work package 3 (£13.82 million);
- Eastleigh Area Bus infrastructure works (£0.416 million);
- East Anton bus gate, Andover (£0.085 million);
- Whitchurch Accessibility & Traffic Measures (0.749 million); and
- A32 Farringdon and Chawton Flood Alleviation scheme – phase 2 (£0.386 million).

Adjustments to the schemes' capital programme entries have been made accordingly.

### **Structural Maintenance Programme**

19. Within the Structural Planned Maintenance sub-programme, the County Council has continued to work hard to deliver the service and mitigate the effects of the material supply issues that are impacting construction around the country. There has been a small ongoing impact due to COVID, mainly relating to staff and sub-contractors needing to self-isolate.
20. At 10 weeks into Q2, over 89% of the year's programmed schemes have been designed and ordered, (62% for footway, carriageway and drainage and 100% for surface dressing) with 55% of them being delivered on the ground (27% for footway, carriageway and drainage and for surface dressing 66%).
21. A significant achievement has been the delivery of a £3.4million scheme, to resurface a significant section of the A31 dual carriageway, between Winchester and Alresford.

22. Despite easing of restrictions, supply and resource issues, particularly lorry driver shortages, are likely to have a continuing impact on scheme delivery and will require careful management in the following periods.
23. A joint working group set up between Hampshire County Council and Milestone is currently developing a collaborative planning approach to be fully implemented on the resurfacing programme, with a view to further rolling this out to encompass other work streams in the future.
24. Turning to the Structures sub-programme, site works at Redbridge Causeway Totton – Redbridge Work Package 2 (Redbridge Viaduct) are now drawing to a close with expected completion in November. These major works involved concrete repairs and installation of an impressed current cathodic protection (ICCP) system to over 100 supports within a tidal environment under the Westbound carriageway of the A35 Redbridge Causeway.
25. Work has now turned to Redbridge Work Package 3 on the Eastbound carriageway with enabling works by SGN currently underway decommissioning an old gas main within the carriageway and under three bridges. Over the next few months work will start on repairing these bridges utilising the existing site compound. These works are part funded by a successful DfT Major Road Network bid for £13.4million.
26. At Holmsley Rail bridge, New Forest, preliminary works, including tree and vegetation removal and fencing, took place earlier in the year including the set up of the site compound. The main construction works started in September to limit the impact on holiday traffic on the A35 as much as possible. Work will continue on the new bridge construction and road layout through the winter months November to February with removal of the old bridge expected in June 2022. The works have been planned to take account of the area's designation as a Site of Special Scientific Interest (SSSI) and Special Area of Conservation (SAC).
27. Structures and Geotechnical input and support has also continued on other major Capital projects such as Botley bypass, Stubbington bypass and Brighton Hill roundabout.

### Integrated Transport Programme

28. Development and delivery of the highway and transport infrastructure programme is progressing well with major schemes totalling over £100million continuing in, or progressing to, the construction stage in 2021/22, including Brighton Hill Roundabout (£19.3million), M27 Junction 9 (£23.128million) and A326 Fawley Waterside (£10.45million). In particular, the Eclipse Busway (£11.602million) is now substantially complete and will be opening in November 2021; construction of the Stubbington Bypass scheme (£39.295million) is progressing well to achieve an opening date of Spring 2022; and construction of the A326 Fawley Waterside programme commenced in June 2021.
29. Despite good progress with the current programme, it should be noted that there is increasing potential for significant budgetary pressures going forward as a result of the global rise in material costs, and also increases in labour costs. A shortage of HGV drivers across the construction sector is also impacting logistics and supply chains, and increasing lead times for key materials. The

department is already seeing a significant increase in tender returns and despite industry sources predicting annual increases of circa 5% for the next few years, there is recent evidence of increases for some key materials, specifically bituminous products, exceeding 15%.

30. A recent example of tender returns being higher than anticipated is the Brighton Hill major scheme and it is expected that future significant schemes will follow the same trend. The higher than expected tender is likely to increase the overall scheme value by approximately 7.5%. As this falls within the governance approval levels, it is intended to continue with the award in order to adhere to the tight programme timescales dictated by the terms of the external funding. This cost increase will be funded by savings from the adjacent Thornycroft Roundabout major scheme as well as S106 contributions from housing developments along this growth corridor. Once these costs are fully understood, it is expected that the amendment to the scheme value will be reported in the next quarterly capital programme report.
31. As detailed elsewhere on this agenda, a report sets out emerging pressures relating to the Farnborough Growth Package (North Camp). As the design and tender progresses, there will be better understanding of the cost pressures and a further update will be provided in the next quarterly capital programme report. There is significant development funding available to support potential cost increases.
32. Deer Park School opened in September 2021 with supporting infrastructure in place to allow the school to operate with safe routes for pupils available; infrastructure works to support the Uplands Development is progressing, work is in progress on the early phases of the Botley Bypass with a new temporary road opened to enable construction of the new roundabout and subways; and complimentary highway improvement works in Woodhouse Lane will commence in early 2022.
33. Of significant interest to the capital programme, is the approval by Cabinet on 13 July 2021, to increase the value of the M27 Junction 10 Improvement scheme to £97.55 million to be funded from Housing Infrastructure Grant and developer funding
34. Excellent progress is also being made on the < £2million programme with notable achievements across the county including the completion of: public realm improvements for Town Mills Riverside project in Andover as well as in Ringwood, which was in collaboration with Highways England; four pedestrian and cycle route projects as part of the Whitehill and Bordon Regeneration package of works; pedestrian and cycle route enhancements in Hayling Island; and junction enhancement works at the Anstey Road/Anstey Lane, Alton associated with a local development.
35. Other highlights include the start of construction of two notable pedestrian route enhancement schemes in Bramley Road, Bramley and Lymington Bottom, Four Marks.
36. The Transforming Cities Fund programme in Southampton and Portsmouth to encourage walking, cycling and public transport use is moving at pace through design and consultation, with public engagement activities including live digital events well under way.

37. Furthermore, the delivery of the Active Travel Fund programme is on track, with its schemes being progressed through design and delivery following the last update which agreed a way forward for the package of works.
38. Following continuation of design work on the Old Lynchford Road Active Travel Fund scheme, the scheme proposals have been revised. Permanent modifications have replaced the initial semi-permanent measures and further revisions have been proposed to be consistent with the enhanced walking and cycling facilities planned for the adjacent schemes, to better integrate the surrounding road network and to develop a solution which best meets the needs of the local community. Additional elements to deliver long-term maintenance benefits, such as further areas of carriageway resurfacing have also been included. These design modifications will provide high quality improvements to the public realm for the benefit of the wider community, resulting in an increased cost estimate of £0.369 million.
39. It is therefore recommended that the Executive Member for Economy, Transport and Environment approves the value of the Old Lynchford Road Active Travel Fund scheme to increase from £0.307million to £0.676million, to be funded by Tranche 2 Active Travel Fund grant and Section 106 funding.
40. With the progression of the scheme design of the Whitehill Bordon Oakhanger Road/Station Road West scheme, detailed drainage investigation has identified the need for further statutory undertaker protection to include drainage and carriageway re-surfacing works. These additional measures have led to an extended construction period and associated fees, resulting in a revised cost estimate of the scheme from £1.0million to £1.28million.
41. It is therefore recommended that the Executive Member for Economy, Transport and Environment approves the value of the Whitehill Bordon Oakhanger Road/Station Road West scheme to increase from £1.0million to £1.28million, to be funded by Section 106 funding, LEP funding and structural maintenance budget.
42. In January 2020, the Whitehill and Bordon Highways and Cycle improvements scheme project appraisal had recommended that a financial contribution was made to the developer's Section 278 cycle infrastructure works at Arrival Square. It should be noted that this work will now be delivered by Hampshire County Council and therefore the intended £0.250million transfer has not taken place. Instead, the Arrival Square scheme will be added to the three-year capital programme in the January 2022 decision day report.
43. There have been ten amendments made to the capital programme under delegated authority since the last Executive Member decision day as detailed in Appendix 3. It is expected that further changes, including a small number of deferrals for schemes programmed to be delivered in 2021/22 to 2022/23, will be made in the second half of this financial year.
44. Turning now to the 2021/22 Casualty Reduction works sub-programme, which consists of a range of safety improvement schemes due to be implemented across the County. There are 94 schemes currently programmed, as detailed in Appendix 2, however due to the reactive nature of this sub-programme, it is likely that further schemes will be added over the course of the year. So far, approximately £260,000 has been spent with seven schemes completed, 27 on order with our contractor and 34 in design.

45. The high priority £0.5million scheme at the Ipley Crossroads on the Beaulieu Road to the west of Applemore in the New Forest has been passed to the contractor with a provisional start date of 4 October 2021 and works are expected to take six weeks to complete. This is after some protracted unexploded ordnance surveys and excavations over the summer months, which found an unexploded WWII shell.

### Waste Programme

46. Veolia has completed the feasibility study for revisions to the recycling infrastructure to facilitate the development needed to meet the anticipated requirements of the Environment Bill which will include a new container Materials Recovery Facility, fibre sorting and baling and amendments to waste transfer stations to accommodate the new twin stream system and food waste. It is estimated that the total cost will be £25 million subject to detailed design work and consideration of the final configuration to ensure it is in line with the legislative requirements that are set to be clarified in Q4 2021/22.
47. Feasibility work has been undertaken for a new Household Waste Recycling Centre (HWRC) in Aldershot as part of the housing development and work is now underway to consider the highways access to the site.
48. Due to the issues with securing materials and parts experienced in the last three months, the works at the closed landfill sites to replace the gas flares and leachate management infrastructure at three sites (Bramshill, Hook Lane and Somerley) has been delayed but subject to these issues easing will be completed by the end of 2021/22.

### Flood Risk and Coastal Defence Programme

49. Outer Winchester Flood Alleviation Scheme phase 1 works have been completed. A Project Appraisal has been submitted for the financial approval of Phase 2 and an Outline Business Case, to secure national funding, is currently being considered by the Environment Agency. It is planned to start Phase 2 works later this year and these will provide enhanced drainage in Kings Worthy, Headbourne Worthy and Littleton.
50. The Buckskin Flood Alleviation Scheme main project has been completed with the risk from groundwater flooding to homes, businesses and infrastructure now substantially reduced. Remedial works are ready to go out for tender with delivery expected at the end of this financial year/ beginning of next financial year.
51. Phase 1 of the Rectory Road and Sycamore Road Flood Alleviation Scheme has been completed at Rectory Road. Phase 2, which consists of pipework through the Rectory Road Recreation Ground, will be starting in September with completion planned for November. It is planned that the flood risk reduction measures in Sycamore Road will commence in the autumn.
52. The Farringdon and Chawton Flood Alleviation Scheme received formal approval in July 2021 for £317,000 funding from the Environment Agency to support the delivery. This followed an earlier award of £120,000. Phase 2 works are due to begin in September/October with measures being implemented in 2 phases over this autumn and summer 2022 period.

53. Eversley Flood Alleviation Scheme phase 2 will now be delivered as part of the Structural maintenance programme and is currently out to tender with works due to commence Winter 2021 (subject to Milestone resource availability). Phase 3 has been commissioned with design commencing next month.
54. Work on the Romsey Flood Alleviation Scheme is well advanced. The Mainstone and Middlebridge elements of the scheme, designed to reduce the risk of surface water flooding, have both been completed and the Environment Agency is progressing with the remaining fluvial elements with substantial completion scheduled for the end of the year.

#### Economic Development Programme

55. Due to the nature of the County Council's economic development activities and the completion of the capital work at Solent Enterprise Zone, there are currently no on-going Economic Development service-led capital programme projects.

#### Community Transport Programme

56. A number of electric mopeds have been purchased at a cost of £14,568 for the Wheels to Work scheme with further purchases expected later this year. There is an intention to replace existing minibuses with electric vehicles but research to date is showing that progress in this market is currently much slower than expected because of Covid-19 and the availability of vehicle parts. Given the life cycle of the current community transport minibuses, the replacement of minibuses is being delayed where this is possible, in order to avoid missing the opportunity to replace conventional minibuses with electric vehicles.
57. The projected spend, therefore, for this year is being reduced to £100,000. This should still allow for the purchase of any additional mopeds which may be required and for any emergency minibus replacements.

#### **Consultation and Equalities**

58. This is a financial report amending or proposing budgets for programmes and individual schemes, and therefore does not require a consultation.
59. Service changes or proposals for individual schemes will undertake their own specific consideration of equalities issues. This report has no direct effect on service users, so has a neutral impact on groups with protected characteristics.

#### **Climate Change Impact Assessments**

60. Hampshire County Council utilises two decision-making tools to assess the carbon emissions and resilience of its projects and decisions. These tools provide a clear, robust, and transparent way of assessing how projects, policies and initiatives contribute towards the County Council's climate change targets of being carbon neutral and resilient to the impacts of a 2°C temperature rise by 2050. This process ensures that climate change considerations are built into everything the Authority does.

61. The tools employed by the County Council to assess impacts on climate change adaptation and mitigation were utilised and found not to be applicable on grounds that the decision relates to a strategic programme rather than specific interventions. The tools will be applied to specific schemes and more detailed proposals in the future to assess any impacts and ensure they are reported.

**REQUIRED CORPORATE AND 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**

<b>Links to previous Member decisions:</b>	
<u>Title</u>	<u>Date</u>
<a href="#">ETE Capital Programme Monitoring-2021-01-14-EMETE Decision Day (hants.gov.uk)</a>	14/01/2021
<a href="#">M27 Junction 10 Welborne-2021-07-13-Cabinet (hants.gov.uk)</a>	13/07/2021
<b>Direct links to specific legislation or Government Directives</b>	
<u>Title</u>	<u>Date</u>

<b>Section 100 D - Local Government Act 1972 - background documents</b>	
<p>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.)</p>	
<u>Document</u>	<u>Location</u>
None	

## **EQUALITIES IMPACT ASSESSMENT:**

### **1. Equality Duty**

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 by or under the Act with regard to the protected characteristics as set out in section 4 of the Act (age, disability, gender reassignment, marriage and civil partnership, pregnancy and maternity, race, religion or belief, sex and sexual orientation);
- Advance equality of opportunity between persons who share a relevant protected characteristic within section 149(7) of the Act (age, disability, gender reassignment, pregnancy and maternity, race, religion or belief, sex and sexual orientation) and those who do not share it;
- Foster good relations between persons who share a relevant protected characteristic within section 149(7) of the Act (see above) and persons who do not share it.

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

- The need to remove or minimise disadvantages suffered by persons sharing a relevant characteristic connected to that characteristic;
- Take steps to meet the needs of persons sharing a relevant protected characteristic different from the needs of persons who do not share it;
- 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.

### **2. Equalities Impact Assessment:**

This is a financial report amending or proposing budgets for programmes and individual schemes. Changes or proposals for individual schemes will have been made following consultation and will have undertaken their own specific consideration of equalities issues. The decisions in this report are financial, and mainly relate to in-house management or accounts and therefore have a neutral impact on groups with protected characteristics.

Additional Appendix 1: Table of expenditure across ETE capital programme in 2021/22

<b>Gross Expenditure</b>	<b>To 31 August 2021 Periods 1-5 £</b>
Structural Maintenance	19,853,864
Integrated Transport Programme	17,315,143
Flood & Coastal Defence Management	323,024
Solent Enterprise Zone	5,280
Community Transport	10,903
<b>TOTAL</b>	<b>37,508,214</b>

Additional Appendix 2: Current 2021/22 Casualty Reduction Programme  
(Further schemes to be confirmed throughout 2021/22)

A27 Cornaway Rbt	B3013 Minley Rd Bend W of Penny Hill Caravan Site Yateley Common
A27 Kanes Hill, Bursledon	B3014 Victoria Rd/Elm Grove Mini-roundabout Farnborough
A27 Providence Hill j/w C56 Portsmouth Road, Bursledon	B3035 Botley Rd (Curdrige to Bishops Waltham)
A27 Southampton Road Titchfield	B3035 Lower Ln/Free St/Beeches Hill Bishops Waltham.
A27 The Avenue j/w Peak Lane, Fareham	B3048 / Harrow Way, St Mary Bourne
A27 The Avenue/Ranvilles Ln Fareham	B3272 Reading Rd (B3016 Longwater Rd to B3016 Marsh Ln) Eversley
A272 Petersfield Rd/B2199 Pulens Ln/Inmans Ln Sheet	B3333 Bury Rd (E of Anns Hill Rd Signals to E of Gordon Rd) Gosport
A272 west of Cheesefoot Head	B3347 Christchurch Rd/B3347 Mansfield Rd Mini-roundabout Ringwood
A272/B2070 Adhurst	B3349 Golden Pot Crossroads, Lasham
A272/B3046 Crossroads at Cheriton	B3400 / Priory Ln, Freefolk
A3 Portsmouth Rd/B2149 Dell Piece West/C116 Catherington LN ATS Horndean	B3400 London Road, Freefolk - Bend at Priory Lane
A30 Nately Scures (Speed Limit)	B3420 Andover Road North, Winchester
A30 London Road / Elvetham Lane / Hulfords Lane, Hook	C13 Mylen Rd (Railway Bridge to Charlton Rd) Andover
A3023 Beach Rd/Sea Front Rbt Hayling	C132 Fox Ln jw Pack Lane, Oakley
A3023 Manor Rd (Hollow Ln to Newtown Lane) Hayling	C135 Botley Rd/C135 Highwood Ln Romsey
A3025 Portsmouth Rd/C74 Grange Rd Netley	C194 Townhill Way, West End Eastleigh
A3057 New St Andover - Vigo Lane to Spring Lane	C25 Lockerley Rd Awbridge to Carter's Clay Lane
A3057 Leckford	C302 Church Lane East, Aldershot
A3090 Pouncefoot Hill, Romsey	C361 Longfield Ave/Bishopsfield Rd Fareham
A3090 Southampton Rd/A3057 Winchester Rd Plaza Rbt Romsey	C374 Highlands Road, Fareham
A31/A272 Spitfire Link Rbt Winchester	C423 Stakes Hill Rd/C423 Purbrook Way/Crookhorn Ln Rbt Havant
A32 Brockhurst Rd and Forton Rd (Chantry Rd to Inverness Rd) Gosport	C44 and C58 Popley Way, Basingstoke
A32 Forton Rd (Alexandra St to Albert Street) Gosport	C58 Faraday Road j/w Gresley Road rbt Basingstoke (Gresley approach)
A32 Forton Rd j/w Spring Garden Ln, Gosport	C74 Abbey Hill (City Boundary to Grange Rd) Netley
A32 Mumby Rd and B3333 South St (Falklands Gardens to Bus Station) Gosport	C9 Morestead Road Bend, Winchester
A32 Mumby Road, jw Clarence Road, Gosport	C94 High St Odiham
A32 School Road j/w Bridge St and B2177 Southwick Road, Wickham	C97 Main Rd (All Saints Church to Claypits Ln) Dibden

A325 Farnborough Rd (Clubhouse Rd Slips to Queens Rbt) Aldershot	Cyclists - High Risk Junctions
A325 Farnborough Rd/Prospect Ave ATS Farnborough	Dora's Green Lane jw Heath Road, Ewshott
A325/A323 Wellington Rbt Aldershot	Grange Road jw Howe Road, Gosport
A326 Staple wood Lane to Twiggs Lane VAS upgrade	Gravel Hill/Forest Road/Bishopswood Road, Swanmore
A33 Basingstoke Road Winchester to Popham	Hill House Bend, Liphook
A33 Basingstoke Rd @ Turgis Green	Ipley Crossroads, New Forest
A335 Leigh Road junc M3 J13 NB, Eastleigh	Langbrook Close Bus Stop, Havant
A335 Station Hill / A335 Romsey Rd / A335 Twyford Road rbt, Eastleigh	Long Ln j/w Staplewood Ln Marchwood
A337 Lymington Rd/Caird Ave Rbt New Milton	Milton Road (Tennyson Crescent North to Longwood Avenue), Cowplain
A337 Stanford Hill/Belmore Rd Lymington	New Ln j/w Crossland Dr Havant
A342 Andover Rd (County Boundary to National Speed Limit) Faberstown	Newton Lane, Newton Stacey
A36 Commercial Road (Beaumont Road to End of 30mph Speed Limit) Totton	Oakridge Road/Sherbourne Road
B2149 Petersfield Rd/B2149 Park Rd North/Elmleigh Rd Rbt Havant	Purbrook Way/Riders Ln Havant
B2150 Hambledon Road bends near Denmead	SLR signs, Fareham
B2150 Hulbert Rd/Purbrook Way Rbt Havant (Asda rbt)	Sandhurst Road Yateley
B2177 Bedhampton Hill/Old Bedhampton Hill Havant	Speedfields Park junc' B3385 Newgate Lane, Fareham
B2177 Staple Cross Xrds, Boarhunt	Spring Garden Ln j/w Stoke Rd, Gosport
B2177 Winchester Rd/Claylands Ln/Victoria Rd Bishops Waltham	Wellhouse Lane, Headbourne Worthy
B2199 Pulens Lane/Heath Road	West End High St (Phase 1) Gateways and speed limit extension
B3004 Headley Road (Standford through Passfield towards Liphook)	Woodlands Lane / Sarum Road Sparsholt

Additional Appendix 3: The following is a list of delegated decisions that have been made since the last update:

- **EHDC: Whitehill Bordon A325 Integration Gateways** – increase in value to £2.3 million
- **EHDC: Whitehill Bordon GGGL: Oakhanger Road/Station Road West** – increase in value to £1.0 million
- **EHDC: Whitehill Bordon Station Road Crossroads** – deletion from capital programme as works are being merged with another scheme.
- **EHDC: Whitehill Bordon GGGL: Station Road Shared Use Path** – deletion from capital programme as works are being merged with two other schemes.
- **EHDC: Whitehill Bordon GGGL: Route towards Lindford** – deletion from capital programme as works are being delivered by CCBS.
- **Minor Traffic Management Programme** – increase in value to £0.47 million.
- **EHDC – Whitehill Bordon GGGL: Tesco Cycle Improvements** – change of funding source.
- **Redbridge Causeway Package 3** - increase in value to £13.670 million.
- **BDBC: Whitchurch Accessibility & Traffic Measures** – increase in value to £0.749 million.