

HAMPSHIRE COUNTY COUNCIL

Decision Report

Decision Maker:	Executive Lead Member for Economy, Transport and Environment
Date:	27 January 2022
Title:	ETE Capital Programme Quarter 3 2021/22
Report From:	Director of Economy, Transport and Environment

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Purpose of this Report

1. The purpose of this report is to provide a high-level summary of progress and delivery within the capital programme in 2021/22, including the revised capital programme for 2021/22, and provides recommendations for changes to the programme in 2021/22 and beyond.

Recommendations

2. That the Executive Lead Member for Economy, Transport and Environment recommends approval to the Leader and Cabinet of the revised capital programme cash limit for 2021/22 as set out in Appendix 1.
3. That the Executive Lead Member for Economy, Transport and Environment recommends to the County Council the increase in the capital programme value of the Stubbington Bypass scheme by £2.701 million from £39.295 million to £41.996 million with the increase to be funded by a mix of Section 106 contributions, CAVAT funds, savings from Eclipse Busway scheme and Local Transport Plan funding (LTP).
4. That the Executive Lead Member for Economy, Transport and Environment recommends to the County Council the increase in the capital programme value of the Lynchford Road improvement scheme phase 1 by £2.91 million from £7.97 million to £10.88 million with the increase to be funded by a mix of Section 106 contributions and LTP funding.
5. That the Executive Lead Member for Economy, Transport and Environment recommends to Cabinet the £1.856 million increase in the capital programme value of the Botley Bypass scheme from £21.675 million to £23.531 million (including the Botley Village enhancements scheme), with the increase to be funded by additional developer contributions and enhanced forecast capital receipts arising from the sale of the Uplands Farm developments sites.

6. That the Executive Lead Member for Economy, Transport and Environment approves the £0.957 million increase in the capital programme value of the Woodhouse Lane South – Botley scheme from £5.087 million to £6.044 million with the increase to be funded by additional developer contributions and enhanced forecast capital receipts from the sale of Uplands Farm Development (Woodhouse Meadows site).
7. That the Executive Lead Member for Economy, Transport and Environment recommends to Cabinet the £1.021 million increase in the capital programme value of the Hartford Bridge Flats Junction Improvements Phase 2 – Fourth Arm scheme from £1.1 million to £2.121 million with the increase to be funded by a mix of Section 106 contributions and LEP funding.
8. That the Executive Lead Member for Economy, Transport and Environment approves the addition to the 2021/22 capital programme of the NCN22 Petersfield Road cycle improvements, Havant Phase 1 scheme at a value of £0.679 million to be funded by Department for Transport (DfT) grant administered by Sustrans.
9. That, subject to the Enterprise M3 LEP formally approving the additional funding, the Executive Lead Member for Economy, Transport and Environment recommends to Cabinet the £1.45 million increase in the capital programme value of the Brighton Hill Roundabout improvements scheme from £19.3 million to £20.75 million with the increase to be funded by a mix of LEP funding (subject to formal confirmation) and Section 106 contributions.
10. That the Executive Lead Member for Economy, Transport and Environment approves the £0.989 million increase of the Junction Road, Totton bus priority scheme from £0.754 million to £1.743 million, in the 2021/22 capital programme year, with the increase to be funded by Section 106 contributions.
11. That the Executive Lead Member for Economy, Transport and Environment approves the £0.514 million decrease of the Rushington Roundabout bus priority scheme from £2.443 million to £1.929 million, in the 2021/22 capital programme year.
12. That the Executive Lead Member for Economy, Transport and Environment approves the £0.550 million increase of the Havant Park Road South bus & junction improvement scheme from £1.050 million to £1.600 million, in the 2021/22 capital programme year, with the increase to be funded by reallocation of TCF grant.
13. That the Executive Lead Member for Economy, Transport and Environment approves the £0.763 million increase of the Elmleigh Road Local Access Zone scheme from £0.987 million to £1.750 million, in the 2021/22 capital programme year, with the increase to be funded by reallocation of TCF grant.
14. That the Executive Lead Member for Economy, Transport and Environment recommends to Cabinet the £1.725 million decrease of the Bedhampton Hill Roundabout signalisation scheme from £2.925 million to £1.200 million, in the 2021/22 capital programme year.
15. That the Executive Lead Member for Economy, Transport and Environment approves the transfer of £0.038 million to Hart District Council to be funded by

the Flood Risk and Coastal Defence capital budget, and that authority to enter into the funding agreement be delegated to the Director of Economy, Transport and Environment, in consultation with the Head of Legal Services.

Executive Summary

16. The Economy, Transport and Environment (ETE) capital programme contains a range of projects, including but not limited to, highways maintenance, transport improvements, flood alleviation, waste management, bridge strengthening, economic development, town centre improvements and highways safety.
17. 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.
18. 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.
19. This paper also contains recommendations for the consideration of the Executive Lead Member for Economy, Transport and Environment. There are several recommendations of high value which reflect the uncertain economic outlook due to the emerging construction inflation and resource capacity issues experienced across the sector. Factors such as material shortages, rising fuel costs, labour costs and a shortage of HGV drivers are impacting logistics and supply chain management as lead times for key materials are affected. The regional market has also seen high volumes of infrastructure schemes seeking to be delivered to similar timescales which may saturate the marketplace making competition and costs volatile and difficult to predict. In the short term, there may also be disruption from the current Covid-19 wave from the Omicron variant, which may lead to higher levels of staff absence. Therefore, it is considered prudent to seek increases in some scheme values to ensure that schemes remain financially resilient post initial approval and all proposals are fully funded.

Expenditure and Finance

20. This section provides an update on the capital programme expenditure and finance since the beginning of 2021/22.
21. The revised capital programme for 2021/22 reflecting the adjustments made during the year, is shown in Appendix 1 and totals £112.885 million. This lists all the schemes in the current programme at the latest cost, together with a reconciliation of resources. It is therefore recommended the Executive Lead Member for Economy, Transport and Environment recommends approval to the Leader and Cabinet of the revised capital programme cash limit for 2021/22 as set out in Appendix 1.

22. Gross spend across the capital programme from 1 April to 30 October 2021 is £58.747 million which is 21% higher than at this point in the previous year. Appendix 2 shows where expenditure is being made across ETE's programme.
23. A review of planned expenditure was undertaken in the autumn, taking in to account planned carry forwards for schemes due to commence in future years as notified at this point. Further review will take place before the end of the financial year, and based on experience, further deferments and/or amendments are likely to occur in the final quarter and works may be subject to potential impacts from adverse winter weather events and uncertain economic factors. Last year's actual outturn was £104 million and at this stage, based on the spend trajectory to date, the predicted outturn is likely to be slightly higher, in the region of £110 million.
24. There is significant uncertainty with respect to costs in the current economic climate and the outturn could be increased due to the continuing impact of material and labour shortages and rising fuel costs.
25. The following Project Appraisals have been approved by ETE Executive Members since the ETE Capital Programme Quarter 2 2021/22 /report:
 - Farnborough Growth Package – North Camp (£9.928 million)Required adjustments to the schemes' capital programme entries have been made accordingly.
26. There have been 12 amendments made to the capital programme under delegated authority since the last Executive Member decision day as detailed in Appendix 4. 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.
27. As mentioned in the previous update, the County Council has submitted bids to the Department for Transport (DfT) for Tranche 3 Active Travel funding (ATF) (£5.4 million) and Levelling Up Fund (£14.4 million). The department has recently been made aware that it was unsuccessful in regard to the Levelling Up fund bid. Subject to feedback from the DfT, an improved business case may be resubmitted to a future funding round. At the time of writing, there has been no announcement on the outcome of the ATF bid.
28. The potential financial impact of the national position across the highways and construction sectors caused by the uncertainties of material price increases and availability of labour, as mentioned in the previous update, is ongoing. These pressures are reflected within the sub-programme updates that follow in this report.
29. Of significant concern is the tender price inflation already impacting the capital programme. Industry sources have reported a 6.4% increase in tender prices from 2020 with a further 4.4% increase being predicted in the next year. The five year tender price forecast suggests a 27% increase in costs for the period 2021 to 2026.

30. The ETE department continues to work hard to develop strong collaborative relationships with contractor partners to mitigate these challenges for the successful delivery of its capital programme.

Delivery and Programme Changes

31. 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.

Structural Maintenance programme

32. Within the Structural Planned Maintenance sub-programme, the County Council has continued its efforts to deliver the service and mitigate the effects of the material supply issues that are continuing to impact the construction industry nationally. There has also continued to be a small impact due to Covid-19, mainly relating to staff and sub-contractors needing to self-isolate.
33. At the end of quarter 2, 71% of the carriageway resurfacing schemes and 62% of the drainage schemes in the programme have been delivered. The drainage schemes in particular are part of the County Council's response to dealing with and mitigating the effects of climate change.
34. Two substantial carriageway haunching schemes have been completed within the programme which have used 4,500T of recycled material, produced by the facility at Micheldever.
35. With on-going supply and resource issues, particularly lorry driver shortages, and the increase in material costs the programme will continue to be carefully managed, to meet delivery targets and stay within budget. The joint working group, set up between Hampshire County Council and Milestone to develop a collaborative planning approach, is near to concluding its work and implementing a new approach to the delivery of the resurfacing programme. It is expected that the team soon move on to extending this approach to other work streams.
36. Turning to the Structures sub-programme, the Redbridge Causeway Totton – Redbridge Work Package 2 (Redbridge Viaduct) scheme was completed in November. The works have ensured the route will remain unrestricted and given increased resilience to the Viaduct structure in this harsh marine environment.
37. Work has continued on preparation for Redbridge Work Package 3 on the Eastbound carriageway. Enabling works to remove the SGN mains under the eastbound bridges is nearing completion with the mains being moved into a service corridor under the northern footway. The Southern Water mains are to be decommissioned which will enable their removal from under the bridges. The works are part funded by a successful DfT Major Road Network bid for £13.4million
38. At Holmsley Rail bridge in the New Forest, land at the new bridge location has been cleared and foundation works including piling is nearing completion

ready for construction of the bridge supports. The main works started in September and the whole scheme, including removal of the old bridge is expected to be completed 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).

Integrated Transport programme

39. Major schemes totalling over £100million are making good progress as they continue in, or progress to the construction stage. Notable schemes include Uplands Development Infrastructure to support the recently opened Deer Park School and adjacent residential development sites, improvement to Woodhouse Lane South (commencing in early 2022) and Botley Bypass where piling has been completed to allow construction of a major new roundabout and underpass; Stubbington Bypass and A326 Fawley Waterside.
40. In particular, construction of Stubbington Bypass is progressing well with opening on target, for Spring 2022 and attention has also turned to the complimentary village improvement scheme which has been consulted upon in readiness for construction upon opening of the bypass. Eclipse Busway Completion of Phase 1 opened in December 2021; Phase I of the A326 Waterside improvements continues with Phase II commencing in January 2022. The contract to deliver major improvements at Brighton Hill Roundabout, Basingstoke has been awarded to 'Milestone' with construction commencing in January 2022.
41. Excellent progress is being made on the < £2million programme with notable achievements across the county since the last update, including the completion of pedestrian route enhancement schemes in Bramley Road, Bramley and Lymington Bottom, Four Marks. Schemes on site include Andover (Winchester Road corridor) and North Lane mini roundabout. A further eight projects are also in the tender or contractor mobilisation stages demonstrating a strong forward programme of delivery.
42. The Transforming Cities Fund programme in Southampton and Portsmouth continues to progress at pace through consultation, with public engagement activities nearing completion. At the same time, the proposed schemes have now been developed to the detailed design stage, leading to scheme proposals being largely revised. This has been due, in part, to the completion of the statutory utility searches which have identified the need for utility infrastructure works, and the revision of some cycle schemes to meet the new LTN1/20 design standards. These modifications will provide high quality improvements to encourage greater walking, cycling and public transport use.
43. The recent government announcement by Baroness Vere, encouraged local authorities to deliver the ambitions of the TCF fund and to reinforce this, the DfT has introduced a change control mechanism which could affect funding if the schemes are not deemed to be delivering TCF objectives.
44. In addition to the requisite design modifications already mentioned, Southampton and South-West Hampshire TCF programme will also deliver developed to the detailed design stage, leading to scheme proposals being

largely revised. This has been due, in part, to the completion of the statutory utility searches which have identified the need for utility infrastructure works, and the revision of some cycle schemes to meet the new LTN1/20 design standards. These modifications will provide high quality improvements to encourage greater walking, cycling and public transport use. and whilst certain schemes have been amended via Director Delegated Decision (shown in Appendix 4), due to value, the following scheme increases require approval of the Executive Lead Member of Economy, Transport and Environment:

- Junction Road, Totton bus priority scheme (+£0.989 million); and
- Rushington Roundabout bus priority scheme (-£0.514 million).

45. It is therefore recommended that the Executive Lead Member for Economy, Transport and Environment approves the £0.989 million increase of the Junction Road, Totton bus priority scheme from £0.754 million to £1.743 million, in the 2021/22 capital programme year, with the increase to be funded by S106 contributions.
46. It is therefore recommended that the Executive Lead Member for Economy, Transport and Environment approves the £0.514 million decrease of the Rushington Roundabout bus priority scheme from £2.443 million to £1.929 million, in the 2021/22 capital programme year.
47. Some of the schemes within the Portsmouth TCF programme have also been revised following developments in the design stages mentioned earlier. The original funding envelope is sufficient and there is no amendment to the overall programme. However, there are variations to some of the individual cost estimates and whilst certain schemes have been amended via Director Delegated Decision (shown in Appendix 4), due to value, the following scheme increases require approval of the Executive Lead Member of Economy, Transport and Environment:
 - Havant Park Road South bus and junction improvements scheme (+£0.550 million);
 - Elmleigh Road Local Access Zone scheme (+£0.763 million); and
 - Bedhampton Hill Roundabout signalisation scheme (-1.725 million).
48. It is therefore recommended that the Executive Lead Member for Economy, Transport and Environment approves the £0.550 million increase of the Havant Park Road South bus & junction improvement scheme from £1.050 million to £1.600 million, in the 2021/22 capital programme year, with the increase to be funded by reallocation of TCF grant.
49. It is therefore recommended that the Executive Lead Member for Economy, Transport and Environment approves the £0.763 million increase of the Elmleigh Road Local Access Zone scheme from £0.987 million to £1.750 million, in the 2021/22 capital programme year, with the increase to be funded by reallocation of TCF grant.
50. It is therefore recommended that the Executive Lead Member for Economy, Transport and Environment recommends to Cabinet the £1.725 million decrease of the Bedhampton Hill Roundabout signalisation scheme from £2.925 million to £1.200 million, in the 2021/22 capital programme year.

51. Whilst the Active Travel Fund programme begins to enter the delivery phase, it should be noted that challenges are being experienced as the County Council seeks to deliver an increasing number of schemes focussed on supporting walking, cycling and public transport to deliver objectives around increased productivity, being carbon neutral and resilient to climate change. It is the case that engagement and local feedback is, in some cases, strongly opposed to these types of schemes primarily due to the immediate local impact and potential detriment to car use. Work is ongoing to try and balance the divergence of views and continue to deliver schemes to challenging deadlines which achieve corporate goals.
52. Key risks during this period include significant uncertainty with respect to costs with increases continuing to be seen across the sector. Factors include rising material, fuel and labour costs and a shortage of HGV drivers impacting upon logistics and supply chains, increasing lead times for key materials. The regional market has also seen high volumes of infrastructure schemes seeking to be delivered to similar timescales which may saturate the marketplace making competition and costs volatile and difficult to predict.
53. Of particular note, is the Stubbington Bypass scheme, which is now well underway. Delays with planned utility diversions and additional works have impacted adversely on the main programme with completion now forecast in late Spring 2022. As this major construction progresses, additional works required include the repair and relocation of uncharted services as well as dealing with contaminated land and ground stabilisation which have been exacerbated by high ground water levels. These additional requirements coupled with the economic factors already mentioned, could increase costs by £2.7 million which represents 7% from the current cost estimate and results in an overall scheme value forecast of £41.995 million. This cost increase will be funded by a mix of S106 contributions, CAVAT funds, savings from the Eclipse Busway scheme and LTP.
54. It is therefore recommended that the Executive Lead Member for Economy, Transport and Environment seeks approval from Council for the increase in the capital programme value of the Stubbington Bypass scheme from £39.295 million to £41.996 million with the increase to be funded by a mix of S106 contributions, CAVAT funds, savings from Eclipse Busway scheme and LTP.
55. As highlighted in the Q2 update, tender returns for the Brighton Hill major scheme have returned significantly higher than anticipated. This reflects the national economic situation previously reported such as the higher demand for resources associated with the recovery in construction demand; a sharp rise in transportation and shipping costs and a shortage of HGV drivers across the sector impacting logistics and supply chains and increasing lead times for key materials. Due to these unfavourable current market conditions in the construction sector, the forecast outturn is an increase of £1.45 million, taking the scheme value to £20.75 million which represents an increase of 7% above the approved PA value. This cost increase will be funded by a mix of LEP funding (subject to approval) and S106 contributions.
56. It is therefore recommended that the Executive Lead Member for Economy, Transport and Environment recommends to Cabinet the increase in the

capital programme value of the Brighton Hill Roundabout improvements scheme from £19.3 million to £20.75 million with the increase to be funded by a mix of LEP funding (subject to formal confirmation) and S106 contributions.

57. The recent decision report for the Farnborough Growth Package (North Camp) also alerted the potential for emerging budgetary pressures. As noted elsewhere in this report, there is significant uncertainty with respect to costs due to economic factors causing increases across the sector which include material shortages, rising fuel costs, labour costs and saturation of the regional market as high volumes of infrastructure schemes are being delivered to similar timescales. Whilst tender bids have not yet been received, it is considered prudent to seek an increase in the scheme value for Lynchford Road at this stage to avoid further delay and minimise slippage against EM3 LEP funding conditions. The cost estimate for the Lynchford Road scheme has subsequently been refreshed to reflect market conditions and is forecast at £10.88 million which is an increase of £2.91million. These additional costs will be funded from S106 contributions and LTP.
58. It is therefore recommended that the Executive Lead Member for Economy, Transport and Environment seeks approval from Council for the increase in the capital programme value of the Lynchford Road improvement scheme phase 1 from £7.97 million to £10.88 million with the increase to be funded by a mix of S106 contributions and LTP.
59. There is a need to further increase the funding for the Woodhouse Lane South (WHLS) scheme which forms the initial part of the wider Botley Bypass project. In January 2021 the Executive Member for Economy, Transport and Environment approved an updated project cost and appraisal position for the WHLS scheme for the works to be let as part of a composite works contract. Since then, it has become evident that the below ground constraints for the proposed online improvements to Woodhouse Lane were much more complex and challenging than anticipated resulting in the need to undertake further design work and to adapt the approved scheme. The additional cost to the WHLS scheme is £0.957 million bringing the total cost of the project to £6.044 million. Whilst part of this cost increase (£220,000) can be met from a 'windfall' Developer Contribution, it is proposed that the remainder would be met from the improved land value arising from the recent marketing exercise of Phase 2 of Woodhouse Meadows site.
60. It is therefore recommended that the Executive Lead Member for Economy, Transport and Environment approves the £0.957 million increase in the capital programme value of the Woodhouse Lane South – Botley scheme from £5.087 million to £6.044 million with the increase to be funded by additional developer contributions and enhanced forecast capital receipts from the sale of Uplands Farm Development (Woodhouse Meadows site).
61. In relation to the later stages of the wider Botley Bypass project, whilst the detailed design of the scheme has yet to be completed (due May 2022), an emerging cost pressure in the region of £1.856million has been identified (reflecting current supply chain and cost inflation) taking the estimated scheme cost to £23.531 million (including the Botley Village Enhancements scheme) which has been entered as a separate scheme). A 2-stage

procurement process is proposed with early contractor engagement with greater cost surety being achieved once the detailed design stage has been completed and costed. An updated cost position, if required, would be reported as part of the June 2022 medium term financial strategy (MTFS).

62. It is important to note that the County Council's residential developments in the Botley area would incur significant S106 Highway and Transport payments, which would be secured by Eastleigh Borough Council as the local planning authority. These funds, in turn, would be passed to the County Council to fund delivery of this infrastructure. However, in this case, the Highway and Transport infrastructure is being delivered directly by the Highway Authority funded from the capital receipts.
63. It is therefore recommended that the Executive Lead Member for Economy, Transport and Environment recommends to Cabinet the £1.856 million increase in the capital programme value of the Botley Bypass scheme from £21.675 million to £23.531 million (including the Botley Village enhancements scheme), with the increase to be funded by additional developer contributions and enhanced forecast capital receipts arising from the sale of the Uplands Farm developments sites.
64. It is understood that enabling works including bunds to support the new Botley Fields residential development will be required. The most efficient mechanism for the County Council to deliver this ancillary work would be to procure it in the same contract as the Botley Bypass. All funding and approvals for this enabling work will be subject to consideration by Executive Member for Policy and Resources.
65. In March 2021, the Executive Member for Economy, Transport and Environment report identified additional design requirements for the Hartford Bridge Flats Junction Improvement Phase 2 scheme to include additional carriageway resurfacing, streetlighting, utility diversion, drainage and environmental mitigation costs. This increase in scope and the necessary planning application process have also resulted in a higher forecast for design fees. As a result of these factors alongside current emerging economic and commercial pressures, it is necessary to include increased contingency in the cost estimates which could result in an increased scheme value of £1.021 million. The scheme will build on the measures already delivered under Phase 1 of the junction improvement, completing the all moves junction and provide value for money in terms of enabling the full realisation of benefits for the completed scheme, particularly road safety benefits and journey time/distance reductions. It will also deliver improvements that will reduce future maintenance expenditure at this location. The scheme value will therefore be increased to £2.121 million with the increase to be funded by a mix of S106 developer contributions and LEP funding.
66. It is therefore recommended that the Executive Lead Member for Economy, Transport and Environment recommends to Cabinet the increase in the capital programme value of the Hartford Bridge Flats Junction Improvements Phase 2 – Fourth Arm scheme from £1.1 million to £2.121 million with the increase to be funded by a mix of S106 contributions and LEP funding.

67. As part of the Sustrans Paths for Everyone programme, the County Council has been allocated £0.679 million to upgrade the southern section of the existing NCN22 Petersfield Road cycle corridor which is a priority route in the draft Havant Local Cycling and Walking Infrastructure Plan. The scheme proposes to upgrade the cycle route along the southern section of the NCN22 Petersfield Road corridor which runs for approximately 1km along Leigh Road and Eastern Road terminating just north of Havant railway station and includes the implementation of pedestrian and cycle crossing improvements and footway widening.
68. It is therefore recommended that the Executive Lead Member for Economy, Transport and Environment approves the addition to the 2021/2022 capital programme of the NCN22 Petersfield Road cycle improvements, Havant Phase 1 scheme at a value of £0.679 million to be funded by DfT grant administered by Sustrans.
69. 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 97 schemes currently programmed, as detailed in Appendix 3, however due to the reactive nature of this sub-programme, it is likely that further schemes will be added over the next quarter. So far, approximately £618,000 has been spent with 14 schemes completed, 28 on order with our contractor and 34 in design.
70. The high priority £0.5million scheme at the Ipley Crossroads on the Beaulieu Road, New Forest began on site in October and is programmed to complete by early February 2022.

Waste programme

71. In Quarter 3, Veolia submitted a revised proposal for the new recycling infrastructure required to accommodate a twin stream dry mixed recycling system alongside the transfer of food waste through the waste transfer station infrastructure and this has been used to undertake detailed modelling work to determine the overall financial impact of the proposed system change on the County Council. The outputs from this modelling will provide the basis for a business case that will seek approval to undertake borrowing to secure capital funding for the proposed infrastructure that will be part of the three year forward capital programme report. Further work will be required in Q4 and beyond to finalise the full business case for the investment in infrastructure once the legislative requirements are clear.
72. Since the last update, the feasibility study for the relocation of the Aldershot HWRC has been completed and the County Council is awaiting discussions between the developer and current landowner ahead of undertaking detailed investigation works to enable the viability of the scheme to be determined.
73. There continues to be supply chain issues with regards to the work to replace gas flares and leachate management at the three closed landfill sites at Bramshill, Hook Lane and Somerley, primarily due to the steel required for the leachate tanks. It is currently not possible to be certain on the delivery timescales and there is potential for it to slip into next year.

Flood Risk and Coastal Defence programme

74. The Outer Winchester Flood Alleviation Scheme Phase 1 works were completed at the end of July. In order to minimise disturbance to the residents and businesses, this work combined operations funded by the Structural Highways Maintenance Programme to improve the condition of the highway and to repair assets damaged by utilities work, and the Flood Risk and Coastal Defence Programme. Outturn costs on the overall scheme are higher than originally forecast and a post-completion report is therefore provided at Appendix 5 in this report. The project appraisal for phase 2 was approved in September 2021. Work has begun on the detailed design and tender package. The Outline Business Case was approved by the Environment Agency in December 2021.
75. The Buckskin Flood Alleviation Scheme major utilities have been diverted ahead of the final stage of the improvement works. A decision has been taken to delay these works until Q1 22/23. This is to avoid the Christmas embargo and possible complications with high winter groundwater levels. The scheme is fully functional and will continue to provide protection for people, properties, and the highway throughout the final stage of works.
76. 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, started in November 2021. Work was due to start in September but there have been delays with awarding the contract and supply of materials. The work is expected to be completed by January 2022. It is planned that the flood risk reduction measures in Sycamore Road will commence in February/March 2022.
77. Following the identification of undisclosed utilities, resulting in minor re-designs, resourcing issues with the contractor, Milestone, and road space availability, the Farringdon and Chawton Flood Alleviation scheme phase 2 programme has been delayed. The main activity phase will commence in the latter part of Quarter 4 subject to ground water levels.
78. The final elements of work on the Romsey Flood alleviation scheme to implement improvements to the management of fluvial flooding, and led by the Environment Agency, is now nearing completion. The County Council's outstanding partnership contribution will be transferred to the Environment Agency on satisfactory completion of the overall scheme.
79. As Lead Local Flood Authority, the County Council has a lead in managing local flood risks, that is risks of flooding from surface water, ground water and ordinary watercourses. In this role, the County Council has been supporting Hart District Council in developing measures to protect 42 properties from internal surface water flooding in Kingsway, Blackwater. As part of its support, it has been agreed that the County Council will make a contribution towards the Kingsway Flood Alleviation Scheme for detailed design, including property level surveys, construction and installation of property flood resilience measures. This will be funded by the Flood Risk and Coastal Defence capital budget and assist the District Council in securing investment from other sources including from the Environment Agency.

80. It is therefore recommended that the Executive Lead Member for Economy, Transport and Environment approves the transfer of £0.038 million to Hart District Council to be funded by the Flood Risk and Coastal Defence capital budget, and that authority to enter into the funding agreement be delegated to the Director of Economy, Transport and Environment, in consultation with the Head of Legal Services.

Economic Development programme

81. Currently the Economic Development team is solely involved in revenue-funded activities, therefore there is no programme update on Economic Development capital projects at this time. However, a comprehensive review of Economic Development policy and approach is underway and may presage a change in this approach.

Community Transport programme

82. In January 2022, a full business case will be submitted to DfT for the second stage of a ZEBRA (Zero Emission Bus Regional Area) joint bid between Hampshire County Council, Portsmouth City Council and First Bus. The bid proposes the purchase of 34 electric single decker buses in the Portsmouth, Fareham and Gosport regions, as well as upgrade to the Hoeford depot. This scheme supports wider Hampshire objectives for climate change and levelling up as well as being a key part of Hampshire's Bus Strategy. Residents and bus users in those areas would benefit from reduced air and noise pollution, as well as an improved on-board travel experience for passengers. It is worth noting that there are no financial obligations to Hampshire County Council in the joint submission of this bid.

Consultation and Equalities

83. This is a financial report amending or proposing budgets for programmes and individual schemes, and therefore does not require a consultation.
84. 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

85. 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.

86. 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

Links to previous Member decisions:	
ETE Capital Programme Monitoring-2021-01-14-EMETE Decision Day (hants.gov.uk)	<u>Date</u> 14/01/2021
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.)

<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.

Revised ETE Capital Programme 2021/22

Programme/Project	Estimated Starts Value £'000
Structural Maintenance of Non Principal Roads	24,420
Structural Maintenance of Roads & Bridges	41,005
A35 Redbridge Causeway Works Package 3	13,820
LED Street Lighting Replacement Scheme c/fwd from 20/21	3,206
Flood and Coastal Defence Management	212
Integrated Transport schemes (<£250k)	1,500
Safety Schemes	2,287
Minor Improvements - Local Highways fund	1,212
Trade Street, East Woodhay - accessibility	340
SCR - Eastleigh Mobility Hub	319
SCR - Totton Junction Road	1,744
SCR - Redbridge Viaduct	1,009
SCR - Eling to Holbury cycle route	3,441
SCR - Rushington Roundabout	1,929
PCR - Local Access Zones - Havant - Secondary - Elmleigh Road	1,750
PCR - Local Transport Hub - Havant Park Road South (SB)	1,600
PCR - Ladybridge R/A VE Bus Priority and Pedestrian/Cycling Enhancements	1,356
PCR - Local Transport Hub - A27 Enhanced Safety Scheme (Portchester)	378
PCR - Gosport Bus Station, taxi rank and Cross street improvements	5,900
PCR - Enhanced MM Corridor - Rusty Cutter Bedhampton R/A	1,200
Waste – (new) Leachate tanks at former landfill sites - (new)	155
Waterside - East & West Connectivity - (new)	970
Andover Road Signalised Pedestrian Crossing - (new)	260
Eastleigh Area Public Transport (Bus) Infrastructure works - (new)	416
North Lane Mini Roundabout, Aldershot	210
Bus Gate - East Anton, Andover	85
Winchester Rail Station: Stockbridge Road Steps - (new)	150
NCN22 Petersfield Road, Havant Phase 1 - (new)	679
Whitehill Bordon GGGL: South East Loop North Section	120
Whitehill Bordon GGGL - Route towards Lindford	2
Winchester CIL Programme (introduced ETET Nov 2018) c/fwd from 20/21	303
Market Town Fund - TBA c/fwd from 20/21	907
Total Resources	112,885

Changes between Original and Revised 2021/22 budget

Revised Budget - Budget Book February 2021	69,368
Structural Maintenance carry forward from 20/21 - Locally Resourced	12,625
Structural Maintenance carry forward from 20/21 - DfT Pot Hole Funding	7,512
Winchester CIL funded schemes - carry forward from 20/21	303
Unallocated Market Towns Budget - carry forward from 20/21	907
Casualty Reduction Programme - carry forward from 20/21	787
Minor Traffic Management - carry forward from 20/21	462
LED Replacement Programme - carry forward from 20/21	3,206
Flood & Coastal Defence Management	106
Virement from Structural Maintenance to SCF Totton	-28
Reduction DfT LTP block SM grant	-6,698
Reduction DfT LTP incentive SM grant	-774
Increase in DfT Pot Hole Funding	13,343
A35 Redbridge Causeway Works Package 3 - new	13,820
North Test Valley - LCWIP - Deferred to 24/25	-700
Whitehill Bordon GGGI - Station Road Crossroads - deleted	-1,300
Whitehill Bordon GGGI - Route towards Lindford - deleted	-573
Andover: B3400 Andover Down Pedestrian Improvements - Deferred to 22/23	-650
West End High Street - Access Improvements deferred to 22/23	-250
Manydown Cycle Routes, Basingstoke - deferred to 23/24	-1,200
SCR - Totton Junction Road - increase	990
SCR - Rushington Roundabout - decrease	-514
PCR - Local Access Zones - Havant - Elmleigh Road - increase	763
PCR - Local Transport Hub - Havant Park Road South (SB) - increase	550
PCR - Local Transport Hub - A27 Enhanced Safety (Portchester) - decrease	-490
PCR - Enhanced MM Corridor - Rusty Cutter Bedhampton R/A decrease	-1,725
Waste – new Leachate tanks at former landfill sites - new	155
Waterside - East & West Connectivity - new	970
Andover Road Signalised Pedestrian Crossing - new	260
Eastleigh Area Public Transport (Bus) Infrastructure works - new	416
North Lane Mini Roundabout, Aldershot - new	210
Bus Gate - East Anton, Andover	85
Winchester Rail Station: Stockbridge Road Steps - new	150
NCN22 Petersfield Road, Havant Phase 1 - new	679
Whitehill Bordon GGGL: South East Loop North Section	120
Total Resources	112,885

Table of expenditure across ETE capital programme in 2021/22

Gross Expenditure	To 31 October 2021 Periods 1-7 £
Structural Maintenance	32,847,032
Integrated Transport Programme	25,545,637
Flood & Coastal Defence Management	336,273
Solent Enterprise Zone	6,745
Community Transport	10,903
Waste	0
PRIP (residual)	0
TOTAL	58,746,590

Current 2021/22 Casualty Reduction Programme (Further schemes to be confirmed throughout 2021/22)

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

A32 Mumby Rd and B3333 South St (Falklands Gardens to Bus Station) Gosport	C94 High St Odiham
A32 Mumby Road, jw Clarence Road, Gosport	C97 Main Rd (All Saints Church to Claypits Ln) Dibden
A32 School Road j/w Bridge St and B2177 Southwick Road, Wickham	Cyclists - High Risk Junctions
A325 Farnborough Rd (Clubhouse Rd Slips to Queens Rbt) Aldershot	Dora's Green Lane jw Heath Road, Ewshott
A325 Farnborough Rd/Prospect Ave ATS Farnborough	Grange Road jw Howe Road, Gosport
A325/A323 Wellington Rbt Aldershot	Gravel Hill/Forest Road/Bishopswood Road, Swanmore
A326 Staple wood Lane to Twiggs Lane VAS upgrade	Hill House Bend, Liphook
A33 Basingstoke Road Winchester to Popham	Ipley Crossroads, New Forest
A33 Basingstoke Rd @ Turgis Green	Langbrook Close Bus Stop, Havant
A335 Leigh Road junc M3 J13 NB, Eastleigh	Long Ln j/w Staplewood Ln Marchwood
A335 Station Hill / A335 Romsey Rd / A335 Twyford Road rbt, Eastleigh	Milton Road (Tennyson Crescent North to Longwood Avenue), Cowplain
A337 Lymington Rd/Caird Ave Rbt New Milton	New Ln j/w Crossland Dr Havant
A337 Priestlands Place, Lymington	Newton Lane, Newton Stacey
A337 Stanford Hill/Belmore Rd Lymington	Nightingale Avenue Eastleigh
A342 Andover Rd (County Boundary to National Speed Limit) Faberstown	Oakridge Road/Sherbourne Road
A36 Commercial Road (Beaumont Road to End of 30mph Speed Limit) Totton	Purbrook Way/Riders Ln Havant
B2149 Petersfield Rd/B2149 Park Rd North/Elmleigh Rd Rbt Havant	SLR signs, Fareham
B2150 Hambledon Road bends near Denmead	Sandhurst Road Yateley
B2150 Hulbert Rd/Purbrook Way Rbt Havant (Asda rbt)	Sandy Lane Farnborough
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 Pullens 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 Sparshott
B3013 Minley Rd Bend W of Penny Hill Caravan Site Yateley Common	

List of projects where delegated decisions have been made since the last quarterly report

- Winchester City Council: Stockbridge Road steps – new addition to the 2021/22 capital programme at £150,000
- Eastleigh Borough Council: TCF Eastleigh Town cycles – to increase the value of this scheme to £914,000
- Eastleigh Borough Council: TCF Bursledon Road cycles – to increase the value of this scheme to £678,000
- Fareham Borough Council: Portchester DC Bus and Pedestrian Improvements – to decrease the value of this scheme to £378,000
- New Forest District Council: Ringwood Town Centre Improvements Phase 2 – to change the funding source of this scheme to include a budget transfer of £22,500 from the Structural maintenance budget
- WCC: Durngate Flood Alleviation scheme – to increase the value of this scheme to £925,000
- NFDC: A326 Fawley Waterside Phase 1 - to amend the funding profile of this scheme to include £272,000 of TCF grant for delivery of TCF elements
- NFDC: Redbridge Causeway Package 4 Pedestrian and Cycle Improvements – to defer this scheme to the 2022/23 capital programme
- EBC: West End High Street Access Improvements - to defer this scheme to the 2022/23 capital programme
- Test Valley Borough Council: B3400 Andover Down Pedestrian Improvements - to defer this scheme to the 2022/23 capital programme
- Basingstoke & Deane Borough Council: Manydown Cycles - to defer this scheme to the 2023/24 capital programme
- TVBC: North Test Valley LCWIP - to defer this scheme to the 2024/25 capital programme.

Post-completion report

2019/20	Outer Winchester Flood Alleviation scheme
Post Completion Report	
<p>The scheme involved installing new pipes, catch pits and gullies in Springvale Road and Down Farm Lane to improve connectivity and capacity and enhancement of ditches and culverts in Lovedon Lane and Springvale Road to improve capacity and efficiency. The scheme also included CCTV surveys to verify the condition of culverts in Bedfield Lane and Springvale Road. Additional costs were incurred at the development stage of the scheme, where design work and surveys required more in depth detailed design than would usually be undertaken.</p> <p>An additional £300,000 of works was added to this scheme during the design phase, by request from Highway Structural Maintenance, to be delivered alongside the installation works on the same section of drainage. All works needed to be completed before programmed road resurfacing works. By combining the maintenance works with the Outer Winchester Flood scheme, there was a cost saving to the County Council, as well as less disruption for local residents.</p>	
Additional funding sources	
<p>The issues and additional work specified above increased the programme value by +£469,000 to £715,000.</p> <p>The additional funding was sourced from Structural Maintenance (£300,000) and Local resources (£169,000).</p>	