

HAMPSHIRE COUNTY COUNCIL

Officer Decision Record

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|------------------------|--|
| Decision Maker: | Director of Economy, Transport and Environment |
| Title: | Transport Capital Programme Delegated Amendments |

Contact name:

Tel: 01962 667940

Email: Amanda.beable@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

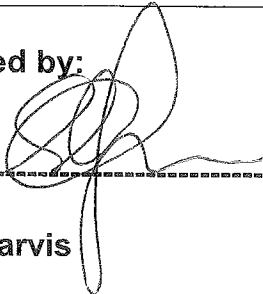
5. Dispensation granted by the Head of Paid Service:

5.1. None

6. Supporting Information:

6.1. None

Approved by:



Date:

7/12/17

Stuart Jarvis

Director of Economy, Transport and Environment

HAMPSHIRE COUNTY COUNCIL

Decision Report

| | |
|------------------------|--|
| Decision Maker: | Director of Economy, Transport and Environment |
| Title: | Transport Capital Programme Delegated Amendments |

Contact name:

Tel: 01962 667940

Email: amanda.beable@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 and new entries across the ETE Capital Programme, resulting in a net increase of £199,000 to capital programme approvals.
- 1.3. The schemes included are all 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 10 recommendations; five deferrals to the 2018/19 programme, two deferrals to the 2018/19 programme which also include an increase in value, one increase in value in current year, one removal and one virement, as detailed in Appendix 1, result in a net increase in capital approvals totalling £199,000.
- 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**

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

Other Significant Links

| | | |
|---|------------------|-------------|
| Links to previous Member decisions: | | |
| <u>Title</u> | <u>Reference</u> | <u>Date</u> |
| ETE Capital programme monitoring report | 8046 | 19/Jan/17 |
| Direct links to specific legislation or Government Directives: | | |
| <u>Title</u> | <u>Date</u> | |
| | | |

Section 100 D - Local Government Act 1972 - background documents

The following documents discuss facts or matters on which this report, or an important part of it, is based and have been relied upon to a material extent in the preparation of this report. (NB: the list excludes published works and any documents which disclose exempt or confidential information as defined in the Act.)

DocumentLocation

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:

| Impact | |
|--------------------------------|------------------|
| 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 |
| Other policy considerations | |
| 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? The decisions will have no impact.

DELEGATED DECISIONS REQUIRED

| | | |
|--|------------------------------------|----------------------------|
| 2017/18 | Access to Aldershot Station | |
| Requirement for change | | |
| <p>The start of this scheme is being moved to early 2018/19 to enable site works to be coordinated with station improvement work being undertaken by Rushmoor Borough Council at that time.</p> <p>The outputs of a public consultation carried out for this scheme have resulted in changes being made to the proposed works through its design stages. The value of the revised scheme is £335,000</p> | | |
| Other options considered and rejected | | |
| To undertake the initial scheme in 2017/18, however this would mean efficiencies from coordinating the two improvement works would not be made and the scheme would not achieve its agreed objectives. | | |
| Last programme value | Change required | New programme value |
| £98,000 | +£237,000 | £335,000 |
| Recommendation 1 | | |
| To defer this scheme to the 2018/19 capital programme and increase the value to £335,000 | | |

| | | |
|--|---------------------------------------|----------------------------|
| 2017/18 | Bishopstoke Cycle Path Phase 2 | |
| Requirement for change | | |
| <p>The start of this scheme is being moved to 2018/19 due to newts being found at the site, resulting in further ecology work needing to be undertaken in Spring 2018.</p> | | |
| Other options considered and rejected | | |
| None | | |
| Last programme value | Change required | New programme value |
| £227,000 | +0,000 | £227,000 |
| Recommendation 2 | | |
| To defer this scheme to the 2018/19 capital programme | | |

| | | |
|---|---------------------------------------|----------------------------|
| 2017/18 | Over Wallop Traffic Management | |
| Requirement for change | | |
| The start of this scheme is being moved to early 2018/19 as further design work was required. In addition the proposed design requires an increase in the value of the scheme of £137,000 to £332,000 | | |
| Other options considered and rejected | | |
| None | | |
| Last programme value | Change required | New programme value |
| £195,000 | +£137,000 | £332,000 |
| Recommendation 3 | | |
| To defer this scheme to the 2018/19 capital programme and increase its value to £332,000 | | |

| | | |
|--|---|----------------------------|
| 2017/18 | Romsey Rail Station Improvements | |
| Requirement for change | | |
| This scheme is due to be undertaken in partnership with the operating company at Romsey rail station. The recent change in operator from First Great Western to Greater Western Railway meant this scheme had to be paused. ETE has now received confirmation from GWR that they would like to progress the scheme, as such the scheme is now scheduled for the 2018/19 capital programme. | | |
| Other options considered and rejected | | |
| Delete scheme from 2017/18 programme. | | |
| Last programme value | Change required | New programme value |
| £150,000 | +£0,000 | £150,000 |
| Recommendation 4 | | |
| To defer this scheme to the 2018/19 capital programme | | |

| | | |
|---|---|--|
| 2017/18 | Stoke Road Gosport – Bus Priority Measures | |
| Requirement for change | | |
| The start of this scheme is being moved to 2018/19 as stakeholder agreement is still being finalised. | | |

| | | |
|--|------------------------|----------------------------|
| Other options considered and rejected | | |
| To proceed without stakeholder agreement, however it is felt that stakeholder agreement would be beneficial. | | |
| Last programme value | Change required | New programme value |
| £100,000 | +£0,000 | £100,000 |
| Recommendation 5 | | |
| To defer this scheme to the 2018/19 capital programme | | |

| | | |
|--|---|----------------------------|
| 2017/18 | Abbey Road/Shakespeare Road improvements, Popley | |
| Requirement for change | | |
| The start of this scheme was scheduled to commence in March 2018, however due to time taken finalising the scheme and gaining confirmation of funding availability, it is now expected to commence in 2018/19. | | |
| Other options considered and rejected | | |
| None | | |
| Last programme value | Change required | New programme value |
| £260,000 | +£0,000 | £260,000 |
| Recommendation 6 | | |
| To defer this scheme to the 2018/19 capital programme | | |

| | | |
|---|---|--|
| 2017/18 | Crookham Park to Gally Hill Road Cycle Route | |
| Requirement for change | | |
| The start of this scheme is being moved to 2018/19 due to a requirement to redesign an element of the scheme. | | |
| Other options considered and rejected | | |
| Keep to original scheme, however the redesigned scheme is deemed preferable. | | |

| Last programme value | Change required | New programme value |
|---|-----------------|---------------------|
| £200,000 | +£0,000 | £200,000 |
| Recommendation 7 | | |
| To defer this scheme to the 2018/19 capital programme | | |

| 2017/18 | Toynbee Road, Eastleigh Traffic Calming | |
|--|---|---------------------|
| Requirement for change | | |
| This scheme is being expanded by £45,000 to include an element of work to be undertaken by us through developer funding in lieu of S278 works. | | |
| The extra work is to be fully funded through the £45,000 developer S278 funding. | | |
| Other options considered and rejected | | |
| None | | |
| Last programme value | Change required | New programme value |
| £140,000 | +£45,000 | £185,000 |
| Recommendation 8 | | |
| To increase the value of this scheme in the 2017/18 capital programme. | | |

| 2017/18 | Andover: Bridge Street / Town Mills Acc. & Env. Improvements | |
|---|--|---------------------|
| Requirement for change | | |
| The revised desired scheme for this location is significantly different to that which was originally proposed. Therefore this original scheme will be withdrawn from the capital programme and the revised scheme added to the capital programme for delivery in 2018/19. | | |
| Other options considered and rejected | | |
| To progress with this original scheme, however the revised scheme is deemed more suitable for the location. | | |
| Last programme value | Change required | New programme value |
| £320,000 | -£320,000 | £0,000 |
| Recommendation 9 | | |
| To remove this scheme from the 2017/18 capital programme. | | |

| 2017/18 | A339/A33 Ringway and A33/Popley Way Junctions | |
|--|---|--|
| Requirement for change | | |
| It has been agreed that the £100,000 already allocated to this scheme from the | | |

Operation Resilience programme should be vired to the Integrated transport programme to be spent this year upon completion of the remaining works.

For note, the scheme already included the Operation Resilience element and it is solely the approval for the virement that this recommendation is seeking.

Other options considered and rejected

None

| Last programme value | Change required | New programme value |
|-----------------------------|------------------------|----------------------------|
| £2,330,000 | +£100,000 | £2,430,000 |

Recommendation 10

To vire £100,000 from the Operation Resilience programme to the Integrated Transport Programme