

## HAMPSHIRE COUNTY COUNCIL

### Officer Decision Record

<b>Decision Maker:</b>	Director of Economy, Transport and Environment
<b>Title:</b>	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:**

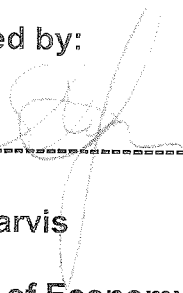
5.1. None

**6. Supporting Information:**

6.1. None

Approved by:

Date:



31/01/17

Stuart Jarvis

Director of Economy, Transport and Environment

## HAMPSHIRE COUNTY COUNCIL

### Decision Report

<b>Decision Maker:</b>	Director of Economy, Transport and Environment
<b>Title:</b>	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 £235,000 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 5 recommendations; two new entries to the capital programme, one deletion, one virement and one increase in approval value of an existing scheme, detailed in Appendix 1, result in a net increase in capital approvals totalling £235,000.
- 4.2. Where necessary, funding has already been identified to cover increases to the approvals. In cases of decreasing capital allocations, where it has been reallocated this has been identified.
- 4.3. An adjustment to the maintenance and revenue implications of any cost increases has not been undertaken. For schemes that are yet to have a PA, the maintenance costs and revenue implications will be calculated then, as usual.

#### **5. Recommendation**

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

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

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

**Other Significant Links**

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

**Section 100 D - Local Government Act 1972 - background documents**

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

DocumentLocation

## Impact Assessments

### 1. Equalities Impact Assessment:

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

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

### 2. Impact on Crime and Disorder:

### 3. Climate Change:

How does what is being proposed consider the need to adapt to climate change, and be resilient to its longer term impacts? The decisions will have no impact.

## DELEGATED DECISIONS REQUIRED

<b>2018/19</b>	<b>Romsey: Duttons Road Signalised Crossing</b>	
<b>Requirement for change</b>		
Provision of signalised crossing on Duttons Road, Romsey to facilitate safer access for pupils attending the local school.		
This scheme is to be funded through HCC LTP funds.		
<b>Other options considered and rejected</b>		
A leave as is option was considered, however due to location meeting the PVM <sup>2</sup> calculation this was not considered suitable particularly in a location used predominantly by school children.		
None.		
<b>Last programme value</b>	<b>Change required</b>	<b>New programme value</b>
£0	+£120,000	£120,000
<b>Recommendation 1</b>		
To add this scheme to the capital programme.		

<b>2018/19</b>	<b>Andover: Viking Way Signalised Crossing</b>	
<b>Requirement for change</b>		
Provision of signalised crossing on Viking Way, Andover to facilitate safer access for pupils attending the local school.		
This scheme is to be funded through Developer contribution funds.		
<b>Other options considered and rejected</b>		
Other Options considered were to monitor the location as the East Anton Major Development Builds out and in the meantime to provide a School Crossing Patrol Officer. However, a decision has been made to look at a Puffin Crossing now as it is clear the PVM <sup>2</sup> criteria will be met quickly as the site builds out. The SCPO is in place with a decision made on their retention once the Puffin is in place.		
<b>Last programme value</b>	<b>Change required</b>	<b>New programme value</b>
£0	+£110,000	£110,000
<b>Recommendation 2</b>		
To add this scheme to the capital programme.		

<b>2017/18</b>	<b>Bedhampton to Havant – Ped &amp; Cycle Improvements</b>	
<b>Requirement for change</b>		
It has been agreed that the scheme will be expanded to include work previously programmed to be undertaken by Structural Maintenance. The increase in value due to this will be funded through a virement of £70,000 from Structural Maintenance programme to the Integrated Transport Programme.		
<b>Other options considered and rejected</b>		
To undertake the scheme separately from the programmed Structural Maintenance work, however it was felt that merging the two would be more efficient and effective.		
<b>Last programme value</b>	<b>Change required</b>	<b>New programme value</b>
£181,000	+£70,000	£251,000
<b>Recommendation 3</b>		
To approve the virement of £70,000 from Structural Maintenance to ITP and to approve the resulting increase the overall value of this scheme to £251,000		

<b>2017/18</b>	<b>Havant: Harts Farm Way / Southmoor Lane Junction</b>	
<b>Requirement for change</b>		
It has been agreed that the £80,000 already allocated to this scheme from the Structural Maintenance programme should be vired to the Integrated transport programme so that all HCC funding for this scheme is held within one programme.		
For note, the scheme already included the structural maintenance element, it is solely the approval for the virement that this recommendation is seeking.		
<b>Other options considered and rejected</b>		
To keep the funding separate, however it was felt that it would be more suitable to hold all the funding within one programme.		
<b>Last programme value</b>	<b>Change required</b>	<b>New programme value</b>
£173,000	-	£173,000
<b>Recommendation 4</b>		
To vire £80,000 from the Structural Maintenance programme to the Integrated Transport Programme		

<b>2017/18</b>	<b>Wells in the fields footway, Whitchurch</b>	
<b>Requirement for change</b>		
It has been agreed that this scheme will be undertaken by CCBS and will therefore transfer to their capital programme		



This scheme is fully funded by developer contributions

**Other options considered and rejected**

To keep within ETE capital programme, however it was agreed that as CCBS are undertaking the scheme and will have ongoing responsibility for the scheme, it should be deleted from the ETE capital programme and inserted into the CCBS capital programme.

Last programme value	Change required	New programme value
£65,000	£65,000	£0,000

**Recommendation 5**

To delete the scheme from the capital programme.