

EXECUTIVE DECISION DAY NOTICE

Executive Lead Member for Universal Services Decision Day &
Executive Member for Countryside and Regulatory Services
Decision Day

Date and Time Monday 23rd January, 2023 at 2.00 pm

Place Remote Decision Day - Remote

Enquiries to members.services@hants.gov.uk

Carolyn Williamson FCPFA
Chief Executive
The Castle, Winchester SO23 8UJ

FILMING AND BROADCAST NOTIFICATION

This decision day is being held remotely and will be recorded and broadcast live via the County Council's website.

AGENDA

Executive Lead Member for Universal Services

Deputations

To receive any deputations notified under Standing Order 12.

KEY DECISIONS (NON-EXEMPT/NON-CONFIDENTIAL)

- 1. PROCUREMENT OF THE CONTRACT FOR THE INSTALLATION AND MAINTENANCE OF TRAFFIC SIGNALS AND ASSOCIATED EQUIPMENT 2024 - 2029** (Pages 5 - 12)

To consider a report of the Director of Universal Services seeking approval to procure and spend for a contract to provide the installation and maintenance of traffic control and associated equipment.

- 2. HAMPSHIRE HIGHWAYS - HIGHWAY NETWORK RECOVERY STRATEGY UPDATE 2023/24** (Pages 13 - 20)

To consider a report of the Director of Universal Services seeking approval to redistribute funding allocations identified in the Highway Network Recovery Strategy to respond to the exceptionally high level of inflation which will continue to affect core highway maintenance activities and budgets for the 2023/24 financial year.

NON KEY DECISIONS (NON-EXEMPT/NON-CONFIDENTIAL)

3. ETE CAPITAL PROGRAMME QUARTER 3 2022/23 (Pages 21 - 38)

To consider a report of the Director of Universal Services regarding a high-level summary of progress and delivery within the capital programme in 2022/23, including the revised capital programme for 2022/23.

4. UNIVERSAL SERVICES PROPOSED CAPITAL PROGRAMME 2023/24, 2024/25 AND 2025/26 (Pages 39 - 102)

To consider a report of the Director of Universal Services regarding the proposals for the Universal Services Capital programmes for 2023/24, 2024/25 and 2025/26 and to seek approval for their onward submission to Cabinet in February 2023.

5. 2023/24 REVENUE BUDGET REPORT FOR UNIVERSAL SERVICES (Pages 103 - 122)

To consider a report of the Director of Universal Services regarding the proposed 2023/24 Revenue Budget for Universal Services.

6. PARISH LENGTHSMAN SERVICE (Pages 123 - 130)

To consider a report of the Director of Universal Services regarding a proposal by the County Council to withdraw the current funding provision for the Parish Lengthsman service and then to utilise external funding to enable the service to be delivered for the financial year 2023/24 (via the Hampshire Highways Service Contract), thereby retaining the valuable contribution the service makes to local highways maintenance.

7. APPOINTMENTS TO OUTSIDE BODIES, STATUTORY JOINT COMMITTEES, PANELS AND PARTNERSHIP BOARDS (Pages 131 - 132)

To consider a report on proposed appointments to Outside Bodies, Statutory Joint Committees, Panels and Partnership Boards.

8. CHIEF OFFICER DELEGATIONS REGISTER (Pages 133 - 154)

To consider a report seeking approval to redelegate existing Executive Member authority to the Director of Universal Services.

Executive Member for Countryside and Regulatory Services

Deputations

To receive any deputations notified under Standing Order 12.

NON KEY DECISIONS (NON-EXEMPT/NON-CONFIDENTIAL)

9. CHIEF OFFICER DELEGATIONS REGISTER (Pages 155 - 164)

To consider a report seeking approval to redelegate existing Executive Member authority to the Director of Universal Services.

NON KEY DECISIONS (EXEMPT/CONFIDENTIAL)

Exclusion of the Press and Public

That the public be excluded from the meeting during the following item of business, as it is likely, in view of the nature of the business to be transacted or the nature of the proceedings, that if members of the public were present during this item there would be disclosure to them of exempt information within Paragraph 3 of Part 1 of Schedule 12A to the Local Government Act 1972, and further that in all the circumstances of the case, the public interest in maintaining the exemption outweighs the public interest in disclosing the information, for the reasons set out in the report.

10. PROPERTY SERVICES ASSET DECISIONS (Pages 165 - 182)

To consider a report from the Director of Universal Services, which seeks approval for a number of formal transactions relating to HCC owned or occupied assets.

ABOUT THIS AGENDA:

On request, this agenda can be provided in alternative versions (such as large print, Braille or audio) and in alternative languages.

ABOUT THIS SESSION:

The press and public are welcome to observe the public sessions of the decision day via the webcast.

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HAMPSHIRE COUNTY COUNCIL

Decision Report

Decision Maker:	Executive Lead Member for Universal Services
Date:	23 January 2023
Title:	Procurement of the contract for the installation and maintenance of traffic signals and associated equipment 2024 – 2029
Report From:	Director of Universal Services

Contact name: Emma Bower

Tel: 0370 779 7098

Email: emma.bower@hants.gov.uk

Purpose of this Report

1. The purpose of this report is to seek approval to procure and spend for a contract to provide the installation and maintenance of traffic control and associated equipment.

Recommendations

2. That the Executive Lead Member for Universal Services gives authority to procure, spend and enter into contractual arrangements for the installation and maintenance of traffic signals and associated equipment for a four-year nine month term, with an estimated value of up to £14million, in consultation with the Assistant Director of Legal Services.
3. That the Director of Universal Services be given delegated authority to agree minor variations to the contract, in consultation with the Assistant Director of Legal Services.

Executive Summary

4. This paper seeks approval to procure and spend for a contract to provide the installation and maintenance of traffic control and associated equipment.
5. The current contract for the installation and maintenance of traffic signals and associated equipment was awarded to Siemens Mobility – Traffic Solutions (now Yunex Limited) in July 2016 following a competitive tender. The contract was for an initial period of five years to July 2021, with provision to extend the contract annually up to a maximum of three years to July 2024. Each extension was awarded as there were no performance issues and it was considered that the costs of the contract were less than would be achieved in an open tender such that extending the contract would represent good value for money. The contract cannot be extended beyond July 2024, and a decision is needed now to re-tender the service.

Contextual information

6. The current term contract for the installation and maintenance of traffic control and associated equipment expires on 30 June 2024 and a replacement contract is required to ensure continued maintenance of installed equipment and to procure new equipment in support of the County Council's Capital Programme.
7. The contract will provide for the installation and maintenance of traffic control and associated equipment and the provision of services to support the delivery of these activities, including scheme design, installation testing and commissioning.
8. Intelligent Transport Systems (ITS) such as traffic monitoring cameras and variable message and other roadside electronic signs are included, along with the integral and discrete computer and telecommunications equipment associated with such equipment. Other electric and electronic installations installed and maintained by the County Council may also be included as necessary.
9. The current term contract for the installation and maintenance of traffic control and associated equipment was awarded to Siemens Mobility, now Yunex Limited, in July 2016 with a five-year initial term, with three optional one-year extensions. The optional extensions were subject to contract performance and all three were awarded. The contract is considered to have provided a good level of service and value for money.

Finance

10. The Executive Member for Economy, Transport and Environment gave approval in November 2015 to procure and spend the current contract with an estimated value of £12million. Currently the forecast spend is anticipated to be £13.7 million by end of June 2023 and £15.6 million by end of June 2024.
11. The Executive Lead Member for Economy, Transport and Environment approved a variation to contract spend in September 2021 in respect of the revised forecast contract spend.
12. The higher than anticipated expenditure is in part due to the extensive capital programme, much of which includes traffic control, but also the £455,000 National Productivity Infrastructure Fund and £2.58million Traffic Management infrastructure programme.
13. The contract currently covers 1,154 sites, which range in size from a single detector to a signalised roundabout. Of these sites, approximately 75% are considered safety critical. The annual revenue cost of the maintenance of all assets is in the region of £1.1million, of which £800,000 is for the safety critical equipment and £175,000 for essential annual inspections and for bulk lamp changes that minimise reactive defect repairs.
14. Funding for routine ITS maintenance works is provided from the Highways Maintenance Revenue budget (£1,070,000 2022/23).
15. Funding for replacing life-expired ITS assets is provided from the Highways Structural Maintenance Capital budget. The historic annual allocation has been £150,000 but increased to £400,000 in 2021/22 and £650,000 in 2022/23 reflecting the need to manage an increasing number of aging assets. Additional

corporate funding has also been provided to support the ITS asset management life cycle plan (£2.58million Traffic Management infrastructure programme) to reduce the impact of these life-expired assets on the revenue budget and the likelihood of a complete failure.

16. The cost of bulk lamp changes is decreasing annually as life-expired equipment is replaced with LED traffic signals. By the start of the new contract, approximately 12% of traffic signals sites (80) will require bulk lamp changes, but it is expected that this will reduce to zero over the period of the new contract. Whilst each site would still need to be visited annually for an essential inspection, the current bulk lamp change cost of £75,000 per annum will significantly decrease.
17. Whilst some equipment is not considered to have a safety impact, for instance CCTV and Variable Message Signs (VMS), these sites provide information to allow better management of the highway network.
18. Other revenue costs are incurred for maintaining essential fault management systems for monitoring and controlling equipment, and for minor modifications that are not defect repairs, with an approximate cost of £150,000 per annum.
19. In addition, new equipment is installed through this contract in support of the County Council's Capital Programme and other infrastructure projects. The annual value of these Capital improvement schemes will vary but is anticipated to be in the range of £250,000 to £750,000 per annum.
20. The current contract includes the provision of an extended five-year warranty, in addition to the initial manufacturer's warranty. This will be continued in the new contract as this offers a maintenance cost saving on the new equipment installed during the contract term.
21. The current contract also includes a rebate of 5% on all capital improvement work orders, which supports highways maintenance costs. This will be continued in the new contract. The rebate value is approximately £50,000 per annum.
22. Whilst some cost savings can be made by reducing the number of faults and making changes to newer equipment and technology, the impact of Capital improvement work and developer schemes is that the asset maintained is growing at an average rate of 7.5% per annum. The revenue implications of the Capital Programme are reported in individual project appraisals.
23. The new contract has therefore needed to consider where cost reduction and service delivery efficiencies can be made.
24. Under existing maintenance regimes, interventions to repair faults are classified as urgent, non-urgent and planned. Urgent fault repairs are required to be completed more quickly than non-urgent and planned repairs and as a result would be expected to incur a premium rate from a contractor. In 2021, 18% of reported faults were classified as urgent. Some savings can be made by restricting the use of urgent repairs to safety defects.
25. In 2021, 51% of reported faults were classified as non-urgent, with the remaining 31% classified as planned works. Some further savings can be made by extending the contractual time to non-urgent repairs and by allowing the

contractor to complete a greater proportion of repairs as planned activity, giving more flexibility in how it manages its resources.

26. The current contract is predominantly an attend and repair 'pay-as-you-go' system when the client determines the work required and priority of an activity and raises separate tasks orders. This is considered to have provided good value for money over the period of the current contact. It is proposed to retain this 'pay-as-you-go' system, as this offers more control over costs, increasing deliverability of savings now and in the future, and helping assure the affordability of the service at a time when there is considerable uncertainty over funding for local government.

Performance

27. It is proposed to apply a ratio of 60% for price and 40% for quality in the tender evaluation, which is considered an appropriate balance for a contract of this type.
28. Performance will be further incentivised by awarding the contractor Capital improvement schemes provided that the performance threshold for maintenance and other service activities are met. This system of awarding the contractor Capital improvement schemes is included in the current contract and has proven successful in incentivising high performance over the duration of the current contract.
29. Poor performance will be addressed through the contract and may ultimately lead to the contract being terminated.

Consultation and Equalities

30. It is considered that the proposal to re-procure the contract for the installation and maintenance of traffic signals and associated equipment will have a neutral impact on all protected groups as existing service delivery would be unaffected.
31. Traffic signal equipment enables flexibility in operation, and in the event that negative impacts are identified at existing installations, this flexibility could potentially provide options for mitigation.
32. Any new traffic signals are subject to formal consultation on a scheme specific basis.
33. Should TUPE requirements arise from the re-procurement of the contract, all appropriate HR and Legal processes will be followed, including engagement with affected staff.

Climate Change Impact Assessments

34. 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.

Climate Change Adaptation

35. The climate change mitigation tool was not applicable because this report relates to the procurement of the contract for the installation and maintenance of traffic signals and associated equipment only and not to physical infrastructure. Proposals for new ITS infrastructure areas will be subject to individual assessments.

Carbon Mitigation

36. The effective operation of traffic signals is important in supporting strategic transport policy, including achieving transport-related climate change outcomes. Where existing traffic signals are upgraded through the contract, incandescent lamps will be replaced with equivalent low power LEDs and will reduce energy and support the climate change target to be carbon neutral.

Future Direction

37. The contract term of four years nine months brings the ITS contract in line with the end of the Hampshire Highway Service Contract (HHSC) in 2029, providing an opportunity to explore the potential for future combined renewal or incorporation.

Conclusions

38. The current contract for the installation and maintenance of traffic signals and associated equipment cannot be extended beyond July 2024, and a decision is needed now to re-tender the service.
39. It would be technically feasible to transfer the service activities to the Hampshire Highways Service Contract (HHSC), but this option is rejected, as the efficiencies derived from closer alignment of related construction activities are outweighed by the costs of integrating the other service activities at this time. It is considered that the specialist scope of the ITS contract would result in the service being subcontracted at this time, resulting in an additional management fee with no offsetting cost or efficiency saving. The duration of the new contract will be set to coincide with the re-tender of the HHSC in 2029 to seek contract efficiencies through closer alignment at that time.
40. The current contract is predominantly an attend and repair 'pay-as-you-go' system when the client determines the work required and priority of an activity and raises separate tasks orders. It is recommended that the existing 'pay-as-you-go' system be retained, as this offers more control over costs, increasing deliverability of savings now and in the future.

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

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.)

Document

Location

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:

It is considered that the proposal to re-procure the contract for the installation and maintenance of traffic signals and associated equipment will have a neutral impact on all protected groups, as existing service delivery would be unaffected.

Traffic signal equipment enables flexibility in operation, and in the event that negative impacts are identified at existing installations, this flexibility could potentially provide options for mitigation.

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HAMPSHIRE COUNTY COUNCIL

Decision Report

Decision Maker:	Executive Lead Member for Universal Services
Date:	23 January 2023
Title:	Highway Network Recovery Strategy - Update for 2023/24
Report From:	Director of Universal Services

Contact name: Peter Rooney

Tel: 0370 7794628

Email: peter.rooney@hants.gov.uk

Purpose of this Report

1. The purpose of this report is to outline the continuing financial challenges facing the highways sector and seek approval to redistribute funding allocations identified in the Highway Network Recovery Strategy to cover the continued cost of inflation across core highway maintenance budgets for the 2023/24 financial year.

Recommendations

2. That the Executive Lead Member for Universal Services notes the continued inflationary pressures affecting the highways service and approves an extension of the revised funding approach outlined in the report to the Executive Lead Member for Economy, Transport and Environment in May 2022 entitled 'The Impact of the Inflationary Pressures on the Delivery of the Highway Maintenance Service'.
3. That the Executive Lead Member for Universal Services approves the re-direction of up to £2.5million of revenue funding from the additional £7million to cover additional costs anticipated in delivering the planned 23/24 Structural Maintenance Programme.
4. That, in light of an expected significant increase in contract prices for 2023/24, the Executive Lead Member for Universal Services agrees to a temporary reprioritisation of spend and a managed scaling back of the planned structural maintenance programme in order to ensure that the highest priority needs across the highway network can continue to be met.
5. That the Executive Lead Member for Universal Services agrees to delay the full implementation of the Network Recovery Strategy, approved by the Executive Lead Member for Economy, Transport, and Environment in March 2022, to at least 2024/25, subject to a further review by the Director of Universal Services, in consultation with the Executive Lead Member for Universal Services, in Autumn 2023.

Executive Summary

6. In March 2022 the Executive Lead Member for Economy, Transport and Environment approved the Highway Network Recovery Strategy, which outlined how an additional £7million of annual revenue funding would be allocated to enhance frontline service delivery and improve network resilience to counter the impacts from climate change. The situation in eastern Europe escalated quickly after approval was granted, leading to spiralling increases in inflation, risk and uncertainty across the highways sector. In May 2022 a further report was approved that outlined the forecast impact of the inflationary pressures on the highway maintenance service and the need to redistribute £3-4.5million of the additional £7million funding to support key maintenance programmes such as Planned Maintenance (Operation Resilience).
7. In November 2022 the Bank of England forecast that inflation is expected to remain high until 'at least' the middle of 2023. It is anticipated that the impact on the highways and construction sectors could last for several years beyond this. This means that a proportion of the additional £7million highways maintenance funding will again need to be used to cover the increasing costs of inflation across the Highways service.
8. The draft price adjustment figures for the Hampshire Highways Service Contract for 2023/24 are approximately 29% for capital works and 11% for revenue activity. Structural maintenance work, which includes Operation Resilience, is funded from capital budgets and due to the significant impact the price adjustment indices will have, it is proposed to review and reprioritise the 2023/24 programme for these elements of work. This will include deferring lower priority schemes for at least one year until the inflation situation has stabilised.

Contextual information

9. In March 2022 the inaugural Highway Network Recovery Strategy was approved by the Executive Lead Member for Economy, Transport and Environment. The strategy outlined the pressures and challenges facing the highways sector following more than a decade of underinvestment in local roads by Government due to austerity, which was further compounded by the impacts of the Covid-19 pandemic and Brexit. This has had a significant effect on the condition of local road networks across the country, and in Hampshire there is an estimated £377million maintenance backlog across all assets (pre-2022/23 inflation levels). The Highway Network Recovery Strategy set out how the Highways service intended to proactively manage the highway network utilising existing capital and revenue budgets, together with the extra £7million of revenue funding committed by the County Council in November 2021, to slow down and arrest the decline in network condition.
10. In May 2022, a subsequent report *The Impact of the Inflationary Pressures on the Delivery of the Highways Service* was approved by the Executive Lead Member for Economy, Transport and Environment. The paper outlined how the situation in eastern Europe had quickly escalated leading to significant increases in oil, gas and energy prices, which had impacted manufacturing and global supply chains. Consequently, the proposed spending plan for the additional £7million identified in the Highway Network Recovery Strategy was reallocated with an estimated £3-4.5million of the additional funding being used

to cover the cost of the inflationary affects to the core highway maintenance budgets and also support essential maintenance programmes such as Planned Maintenance (Operation Resilience), which delivers all the County Council's resurfacing and surface treatment schemes.

11. The 2022/23 financial year has seen an increase in costs across all elements of the highways service. In November 2022 the Bank of England confirmed that the rate of inflation (based on CPI) was 11.1% and they have forecast this to fall from the middle of next year towards a 2% target in 2 years' time. Whilst CPI is currently 11.1% this is not necessarily a true reflection of the inflationary impact across the construction and highway sectors. Oil and gas prices are still severely affecting the prices of basic materials and products, particularly bitumen-based surfacing materials.
12. The Hampshire Highways Service Contract is a long-term contract that delivers all of Hampshire's highway maintenance operations. The contract includes established price adjustment clauses that allow prices to fluctuate in line with market inflation. The clauses are linked to a variety of construction industry indices but are limited to provide the County Council with some financial protection. The draft indices for capital works is likely to increase prices by approximately 29% and 11% for revenue activities for the 2023/24 financial year, although the final confirmed capital figure will not be available until February 2023. It should be noted that the 29% is calculated using the contract's built-in price adjustment clauses. Whilst this is fixed for the year it is unlikely it will fully cover the inflationary pressures for all highway activities, particularly those linked to the supply of bitumen, and consequently the impact for some elements of the supply chain will be challenging.
13. The continued high levels of inflation will continue to have a detrimental impact on the ability to deliver the proposals outlined in the Highway Network Recovery Strategy. Therefore, it is proposed to, again, use a proportion of the additional funding to support the anticipated cost increases through 2023/24. The redistribution of funding will be used to ensure essential maintenance programmes can be sustained at an appropriate level. Without this intervention there will be a detrimental impact on network condition, increased reactive maintenance revenue costs, increased carbon emissions and increased liability for third party claims. It is essential that the County Council is able to sustain its established asset management driven approach to highway maintenance in order to demonstrate effective network management to the Department for Transport. This is important to ensure the County Council can maintain its Band 3 performance for Incentive funding.
14. Due to the anticipated inflation levels for capital works, the various programmes will be reviewed and scaled back in overall size for 2023/24. Delivering the full programmes for these operations would not provide value for money in the current economic climate and a significant proportion of funding from the additional £7million would need to be reallocated to cover the heightened inflation costs. The sites that are deferred from the 2023/24 programme will be completed as soon as inflation reduces to more reasonable levels, which could be 2025/26. High priority sites, or those where specific commitments have been made, will still be undertaken and only lower risk sites will be deferred.

15. It is hoped that inflation will recover slightly for the 2024/25 financial year and a higher proportion of the additional benefits identified in the Highway Network Strategy can be implemented as part of normal service delivery. A further review of the inflationary position will therefore be undertaken in Autumn 2023.

Finance

16. The report in May 2022 estimated the inflationary pressure on the highways maintenance service for 2022/23 to be in the region of £3-4.5million and, as at January 2023, forecasts indicate that the actual cost of inflation for 2022/23 is likely to be at the higher end of this range.
17. Even with a managed scaling back of the structural maintenance programme, forecast contract price increases for 2023/24, linked to inflation, will still create a financial pressure which is estimated to be in the region of £2.5million. This pressure will continue to be funded from the additional £7million and the remaining funds will be distributed across the priority areas outlined in the Highway Network Recovery Strategy. This will enable some of the identified benefits outlined in the strategy to be delivered in 2023/24, albeit at a reduced level.
18. As part of the 2021 Spending Review the Government fixed capital funding allocations for highway maintenance on local roads at 2021/22 levels for three years to 2024/25. Prior to this funding was allocated annually. However, with spiralling inflation this effectively means that highway authorities are now locked into a year-on-year net reduction in funding from the Department for Transport. The impact of this will be a compounding of the ongoing challenges together with an increase in the backlog of identified maintenance needs.

Consultation and Equalities

19. Due to the nature of the approval for this report, limited consultation has been undertaken. However, the Highways team, Milestone Infrastructure and the wider supply chain are closely involved in actively and dynamically managing the situation and the associated risks and impacts.
20. The decision sought in this report will not reduce the scope of the service provided or have any impact on service users or the individuals working on the service, so has been assessed as having a neutral impact on groups with protected characteristics. Approval is sought for service adjustments to accommodate and address pressures and it is not anticipated that these proposals will have a direct impact on people with protected characteristics. Rather, they are intended to maintain service delivery to all highway users and help maintain and/or improve highway safety.

Climate Change Impact Assessments

21. 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.

Climate Change Adaption

22. Despite the proposed change in approach for 2023/24, adaptations will continue to be made to reduce the highway network's vulnerability to climate change by reducing the impact of flooding on the highway caused by heavy rainfall. Carbon sequestration and biodiversity in highway verges will continue to be increased through enhanced maintenance regimes, albeit at a temporarily reduced level. The investment in planned proactive structural maintenance activity, even at a reduced level for 2023/24, will still contribute to reducing the number of reactive repairs overall, reducing carbon emissions from transport as well as the works themselves.

Carbon Mitigation

23. In light of the fact that inflationary pressures have primarily impacted bitumen-based products, opportunities will continue to be sought to expand the use of the County Council's Highway Materials Recycling Facility at Micheldever. This established site already provides high-quality cold-recycled materials for use in Hampshire's highway network, thus reducing the need for premium-priced traditional hot materials.

Summary and Conclusions

24. Previous reports have highlighted the problems and impacts associated with the deterioration of the highway network. In November 2021 the County Council recognised this problem and committed an additional £7million to annual maintenance budgets to specifically improve the condition of the local road network. The 2022 Highway Network Recovery Strategy outlined a ten-year strategy with the aim of addressing the highway maintenance backlog in Hampshire.

25. The escalation of events in eastern Europe has led to spiralling inflation that has significantly impacted the ability of the Highways service to deliver this Strategy and has required a reprioritisation of the additional funding to underwrite the cost of the inflationary pressures and preserve basic service delivery.

26. The financial situation has not improved since the previous report to the Lead Executive Member in May 2022 and no recovery in construction inflation is expected for at least two years. In order to provide a sustainable and cost-effective level of service in 2023/24, a review and reprioritisation of planned activity will be necessary together with using a proportion of the additional £7million funding to cover anticipated inflation costs. It is proposed that structural maintenance programmes are temporarily scaled back for at least one year to ensure the available funding is spent as cost effectively as possible.

27. This approach demonstrates that the County Council continues to take a diligent approach to the challenges facing the highways service, and particularly those arising from inflation. By reallocating a proportion of the £7million to support key

highways services and scaling back lower priority planned works the County Council can maximise cost efficiency and better manage financial risk.

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:	
<u>Title</u>	<u>Date</u>
Hampshire Highways – Highway Network Recovery Strategy	10 March 2022
The Impact of the Inflationary Pressures on the Delivery of the Highways Maintenance Service	12 May 2022

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:

The decision sought in this report will not change the scope of the service provided or have any impact on service users or individuals working on the service, so has been assessed as having a neutral impact on groups with protected characteristics. Approval is sought for service adjustments to accommodate current pressures and it is not anticipated that these proposals will have a direct impact on people with protected characteristics. Rather, they are intended to minimise disruption to all highway users arising from the current challenges and help maintain highway safety.

HAMPSHIRE COUNTY COUNCIL

Decision Report

Decision Maker:	Executive Lead Member for Universal Services
Date:	23 January 2023
Title:	ETE Capital Programme Quarter 3 2022/23
Report From:	Director of Universal Services

Contact name: Maria Golley

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Email: maria.golley@hants.gov.uk

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 2022/23.

Recommendation

2. That the Executive Lead Member for Universal Services notes the latest progress in the delivery of the Transport and Environment capital programme in 2022/23.

Executive Summary

3. The Transport and Environment capital programme contains a range of projects, including but not limited to, highways maintenance, transport improvements, flood alleviation, waste management, bridge strengthening, town centre improvements and highways safety.
4. The Transport and Environment 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.
5. 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.
6. The building and highway construction industries continue to exhibit strong evidence of volatility on the back of Brexit and the Covid pandemic with the consequence that inflation indices have been increasing significantly over the last two years. The on-going war in Ukraine has compounded these existing challenges and is causing extreme cost pressures which calls for some difficult decisions on the capital programme particularly within Integrated Transport. As we face an uncertain economic outlook with the risk of cost increases, it is important that the capital programme as a whole is protected by prioritising

investment on schemes that will have more strategic impact providing wider benefits to the public and value for money. Protecting larger strategic schemes that are already committed will undoubtedly have an impact on other parts of the capital programme and future schemes.

7. As a result, this paper contains details of schemes that are experiencing cost pressures and require increases in values to ensure that schemes remain financially resilient whether for initial approval or post initial approval. Recommendations for these approvals are included in the Universal Services Proposed Capital Programme 2023/24, 2024/25 and 2025/26 report also on this agenda or will be taken to Cabinet in February 2023.

Expenditure and Finance

8. This section provides an update on the capital programme expenditure and finance since the beginning of 2022/23.
9. Gross spend across the capital programme from 1 April to 31 October 2022 is £56.479million, which is almost 4% lower than in the previous year, as there are fewer major schemes in construction at this point compared to last year. Appendix 1 shows where expenditure is being made across the programme.
10. 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 £111million and at this stage in the financial year, based on the spend trajectory to date, the predicted outturn is likely to be slightly lower, in the region of £105 - £110million.
11. 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 construction inflation from material and labour shortages and rising fuel costs.
12. The inflationary levels seen in the construction market continue to have a financial impact on the whole of the Transport and Environment capital programme and it is difficult to predict whether the impacts will be permanent or just transitory. To understand the level of financial pressure that the programme is facing and to navigate a way forward, it has been considered prudent to review cost estimates in line with industry recommendations to ensure that capital projects include sufficient provision for inflation. Early investigation has shown that the capital programme has an inbuilt pressure of at least £6.9million and a range of measures are being proposed to manage this. These include continuing to engage collaboratively with delivery partners to anticipate and where possible manage price and delivery pressures in the supply chain; defer schemes where possible to reduce inflationary impact and submit bids to the corporate inflation underwrite (announced by the Council in July 2022) for additional funding.
13. Challenges arising from market capacity continue with supply partners advising that they are operating at close to capacity with limited opportunities within the labour market to secure additional resource of suitable quality. To manage

these challenges, Hampshire County Council continues to work collaboratively with delivery partners by for example, staggering the release of tenders and construction start dates to minimise the risk. Whilst contractors have been secured so far, there remains a risk that some tenders may receive low, or no bids and tenders will be higher priced which will impact the capital programme.

14. The Executive Lead Member for Transport and Environment Strategy has approved no project appraisals since the ETE Capital Programme Quarter 2 2022/23 report.
15. There have been 9 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 2022/23 to 2023/24, will be made in the last quarter of this financial year.
16. As mentioned in the previous update, last summer, Hampshire County Council submitted a £17.9million bid covering transport improvements in Havant and Gosport. The County Council, along with several districts that also submitted Levelling Up Fund bids with transport elements, is still awaiting the bid outcome, at the time of writing.
17. The County Council also expects to be asked by Active Travel England to bid for Active Travel Fund Tranche 4 capital funding in early 2023, which is estimated to be in the region of £15million. This is in addition to the submission of a feasibility study into Mini-holland funding for Winchester for potential funding of between £10 to £30million.
18. In October, Active Travel England provisionally allocated £1million of revenue funding to support Hampshire County Council's capacity and capability to deliver high quality walking and cycling schemes. The County Council has yet to hear confirmation of this funding.
19. 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.

Delivery and Programme Changes

20. This section details significant points concerning the delivery of the elements within each Transport and Environment sub-programme since the last report. As already mentioned, recommendations for amendments to the capital programme for approval are included in the ETE Proposed Capital Programme 2023/24, 2024/25 and 2025/26 report also on this agenda.

Structural Maintenance programme

21. The Structural Planned Maintenance sub-programme continued to progress well at the end of quarter 3, despite a wet October/November, but has been disrupted by the pre-Christmas cold snap. At the time of writing, 97% of schemes have been ordered and 62% have been delivered this year. Even following a delayed start, the carriageway surface dressing programme has

completed and good progress is being made on footway surface treatments. Carriageway resurfacing is now largely completed with just a few sites programmed for quarter 4 with footway resurfacing and drainage schemes all currently on programme.

22. Whilst there is good progress on delivery, the programme continues to face significant financial challenges as costs continue to rise at an unprecedented rate. The inflationary pressure on the highway maintenance service for 2022/23 is forecast to be in the region of £4.5million, which will significantly erode the additional £7m funding provided at the start of the year to increase Highway maintenance activity. However, the County Council continues to work collaboratively with Milestone, and their supply chain partners, to mitigate the risks and impacts wherever possible.
23. The County Council continues to push the use of cold recycled binders from the Micheldever Recycling Plant whenever possible and utilise them in most carriageway and footway schemes. Joint working has also seen the mobilisation of new plant capable of mixing recycled concrete, utilising recycled material taken from the Hampshire road network. This is still in the early stages but should provide an additional sustainable option in place of conventional concretes.
24. Turning to the Structures sub-programme, work at Redbridge Causeway is continuing. On the westbound structure, Redbridge Viaduct, replacement of the pedestrian railings began in October with approximately 300m of old railings being removed and replaced with new higher railings to accommodate cyclists. Rail possessions were required to work on sections over the railway. At the same time work continued under the eastbound structures, removing defective concrete from one of the bridge spans over the river and installing scaffolding and hoarding under other spans. There continue to be pressures on the budget due to increases in fuel, material, and labour costs.
25. The bridge design for Garnier Road in Winchester was finalised, and the scheme contract documents went through audit in preparation for pricing. The scheme remains on track to start in spring 2023. At the end of October, Network Rail commenced refurbishment of the Campbell Road bridge in Eastleigh. This work is part funded by Hampshire to ensure the bridge remains unrestricted in terms of loading capacity, as it is the only route into residential and business areas of Campbell Road.
26. The Team continues to work on smaller maintenance works and has recently completed renovation of sea defence bays supporting the highway at Lepe foreshore. It is also providing structures support for several Highway and Operation Resilience led schemes.
27. Recruitment of staff resources continues to be a major challenge as Bridge Engineers remain in short supply.

Integrated Transport programme

28. Major schemes (over £2million) totalling in excess of £90million are showing good performance, despite some challenges as they move towards completion. These include Brighton Hill Roundabout (£20.75million), M27 Junction 9 (£23.128million), A326 Waterside corridor (£11.4million), Lynchford Road

(£10.880million), Botley Bypass (£23.1million) and Woodhouse Lane South, Botley (£6.044million).

29. Good progress on construction continues into quarter 3 of 2022/23 with the following notable achievements:
- the first Transforming Cities Fund scheme has been completed with bus improvements delivered in Portchester. Works were co-ordinated with major resurfacing works to deliver an enhanced scheme which minimised disruption and maximised efficiencies;
 - construction of the Farnborough Growth Package (North Camp) which delivers increased capacity, improved walking, cycling and public transport facilities and an improved public realm commenced in October 2022. Lynchford Road eastbound has been closed for the 12-month duration of the contract creating some local challenges which are being managed;
 - works at Brighton Hill roundabout delivering capacity, walking and cycling improvements are progressing to programme;
 - capacity improvements at M27 (Junction 9) are making good progress and are close to completion;
 - Stubbington Village improvements (complementary to the bypass scheme) are progressing well with completion scheduled for Spring 2023; and
 - successful partnership working between Milestone Infrastructure and the Hampshire County Council team to finalise designs, agree a target cost and address buildability challenges on the final section of Botley Bypass (Winchester Street to A334) and a site start for Summer 2023 is scheduled.
30. Design and procurement of the suite of schemes within the Transforming Cities programme (TCF) across Southampton and Portsmouth city regions are underway with contractors appointed for the Gosport Interchange and Delme Improvements with main works scheduled to commence in early 2023. A number of schemes will commence on site in quarter 4 including Bedhampton bus improvements and Redbridge Causeway to Eling cycleway.
31. As mentioned in the previous update, change control seeking a programme extension for elements of the Portsmouth portfolio was considered by the Department for Transport in October 2022 and the outcome is still awaited. Government announcements detailing the overwhelmingly high level of requests from local authorities and the subsequent delays incurred in the change control process, introduces an element of uncertainty for the County Council especially as it is unclear whether the government can cover additional costs for the programme nationally. The County Council has limited opportunities for additional financial support for these programmes, and if the government are unable to provide funding to help councils deal with inflationary pressures, some schemes may need to be curtailed or withdrawn. This course of action should be a last resort and where possible, local developer funding will be allocated, if it specifically aligns to TCF objectives and brings benefit to the local community.
32. As already mentioned in this update, the high levels of inflation, particularly seen since May this year and which are projected to continue, are affecting the financial viability of a number of schemes. To manage cost pressures, it is likely that the County Council will have to rely on its own resources. Therefore, it is

important that the capital programme is protected by prioritising investment on schemes that will have more strategic impact providing wider benefits to the public and value for money.

33. Of particular note is the Botley Bypass scheme which is predicted to have a significant increase in its cost estimate due to inflationary factors. In addition, there is a need to increase the risk contingency to cover other delivery issues such as very challenging ground conditions, particularly in relation to the construction of the new bridge over the river Hamble, and a new risk relating to the recent reclassification of a large diameter water extraction main, which runs adjacent to and underneath the bypass, as being of strategic importance and therefore requiring additional protections. A funding support package has been identified for an increase from £23.1 million to £31.1 million from additional local resources and developer funding as well as a request of £2.9 million from the Capital Inflation Risk Reserve. This is a provisional allocation until the target cost has been confirmed and a further report will be presented to the Executive Lead Member for Universal Services to consider the full Project Appraisal, as outlined in the Outline Project Appraisal considered in May 2022.
34. Inflationary pressures have also affected the Stubbington Bypass scheme, which is practically complete and has been open since 30 May 2022, as finishing works on certain elements continued until the end of November. These works included additional street lighting for safety and amenity reasons combined with delays to street lighting electrical connections, additional uncharted services and the implementation of additional facing work to ensure long term durability. The combined effect of these factors together with inflationary and commercial pressures associated with the conclusion of the main contract, has led to an increase in the project costs of £2.2 million and results in an overall scheme value forecast of £44.195 million.
35. Delays with planned utility diversions and additional works have impacted adversely on the main programme for the Junction 9, M27 scheme with completion now forecast in winter 2022/23. These additional requirements have lengthened the programme timescales and coupled with the current cost inflation seen across infrastructure schemes, as previously mentioned, the value is expected to rise by £1.325 million. This represents 5% from the current cost estimate and results in an overall scheme value forecast of £24.453 million.
36. Continuation of design work on the Old Lynchford Road Active Travel scheme, part of the Farnborough Growth Package (North Camp), has led to a revision of the scheme proposals. The scope of the works has been increased to resolve surface water ponding in the location, primarily relating to additional drainage works to increase the capacity of the existing surface water drainage system. These design changes have increased construction cost estimates, resulting in an increase in the scheme cost of £0.511 million.
37. Recommendations to approve adjustments to the capital programme values of the schemes outlined in paragraphs 33 to 36 are included in the Transport and Environment Capital Programme 2023/24, 2024/25 and 2025/26 which is tabled elsewhere on this agenda. Schemes of lower value have been amended via Director Delegated Decision, due to value and these are shown in Appendix 3.
38. The sub-programme for schemes below £2 million continues to be very active with a range of schemes in development or delivery across the county.

Improvements in Whitehill and Bordon have been completed at Budds Lane/ Station Road (west). In January 2023, the Arrival Square scheme (delivering public realm, walking and cycling improvements to support the regeneration) will start on site.

39. Outturn costs on the Anstey Road/Anstey Lane, Alton Junction improvements scheme and the Whitehill and Bordon Green Grid Green Loop (GGGL) Tesco Cycle Improvements completed schemes are higher than originally forecast. In line with governance requirements, post completion reports are provided in Appendix 4 of this report.
40. As previously mentioned, the ongoing challenges facing the highways construction sector arising from increases in fuel, material and labour costs, continue to impact the delivery of the capital programme. To manage these challenges and maintain a robust capital programme, the County Council prioritises collaborative working with contractors and the supply chain. For example, a two-stage procurement process has been adopted, where appropriate, for some schemes to ensure early contractor involvement in the development stage to mitigate cost and timescale risks. This approach has been adopted for Botley Bypass and the TCF schemes at Gosport and Delme.
41. Turning now to the 2022/23 Casualty Reduction works sub-programme, which consists of a range of safety improvement schemes due to be implemented across the county. There are 109 schemes currently programmed, an increase of 2 compared to quarter 2, as detailed in Appendix 2. Due to the reactive nature of this sub-programme, it is likely that further schemes will be added over the remainder of the year. So far, approximately £688,000 has been spent, with 41 schemes completed, 18 on order with our contractor, 25 in design and 1 deleted (majority let via HHSC, Milestone).
42. Climate change improvements are automatically built into this programme as reductions in injury accidents are likely to reduce congestion and delays on the network. In the past decade, the County Council has also moved away from using high cost, shorter life materials such as high friction surfacing to more traditional surfacing options which are less damaging to the environment longer term due to reduced ongoing maintenance costs.

Waste programme

43. The business case for £23.1 million investment by the County Council, in a new Materials Recovery Facility (MRF) at Chickenhall Lane in Eastleigh, was approved by the Executive Lead Member for Transport and Environment Strategy on 3 October 2022, with granting of planning permission for the facility granted on 19 October 2022. The majority of quarter 3 has been spent working to discharge the pre-commencement planning conditions in addition to commencing the detailed design work. This project is particularly complex as it is linked to the need for all of the other Authorities in Hampshire, as well as Portsmouth and Southampton cities, to change their waste collection services to meet with the specification for the new facility and significant work is going into the transition to the new system.
44. As part of this work, suppliers of both the civils and processing elements of the project have been contacted to determine revised costs and timeframes and these have indicated a significant increase in prices as well as a delay to

delivery. At present these can be managed within the approved budget and further engagement with the supply chain is planned to review costs ahead of procurement.

45. The delivery of this project will enable a significant increase in recycling across the whole of Hampshire, Portsmouth and Southampton diverting material out of the residual waste stream and into recycling, leading to a significant carbon reduction of the domestic waste system.
46. There have been no further works related to the closed landfill or Household Waste Recycling Centre (HWRC) programmes during this quarter with resources focused on the HWRC contract variation.

Flood Risk and Coastal Defence programme

47. The final part of the pipework at Sycamore Road was completed in November 2022. This scheme will reduce the impact of surface water runoff by creating better connections with the existing road drainage in Sycamore Road and raising the level of a footpath at the King George playing fields to provide access in flood conditions. At Rectory Road, all work has now been completed and the scheme is providing improved protection to properties.
48. At the time of writing, the final element of Phase 2a (off-highway) works of the Farringdon Flood Alleviation Scheme are due to complete in December, weather permitting. The proposed road inlay works through Lower Farringdon are now to be incorporated into the Phase 2b works to complete the various remaining drainage work packages, and minimise disruption to the community and road users, in Spring/Summer 2023. Discussions continue with a number of landowners to finalise and agree the legal agreements to enable off-highway elements to go ahead.
49. Phase 3 construction of the Buckskin Flood Alleviation Scheme concluded at the end of May 2022. Investigations and modelling work have been undertaken to assess the completed scheme. This has confirmed that the scheme has successfully delivered all the expected benefits and residual risks are reduced to an acceptable level. The scheme is currently within its maintenance period.
50. The Outer Winchester Flood Alleviation Scheme covers Littleton, Headbourne Worthy and Kings Worthy locations. Phase 1 works at Kings Worthy were completed in July 2021 and Phase 2 is estimated to commence in Spring/Summer 2023 with implementation of drainage improvements at Littleton and Headbourne Worthy locations. Licence agreements with third party landowners are ongoing and will be confirmed before the Phase 2 works go out to tender.

Community Transport programme

51. Business cases for replacing vehicles on the Community Transport Dial-a-Ride, Call & Go and Group Hire schemes are in the process of being approved. Exact amounts cannot yet be confirmed as this is an ongoing process, however it is estimated that this will be in the region of approximately £0.33million for 10 minibuses. No further mopeds have been purchased against the Wheels to Work Scheme.

52. There is still the intention to replace existing minibuses with electric vehicles but research to date is showing that there is little availability in the current market. It is therefore not likely that the County Council will invest in electric minibuses this financial year and will continue purchasing second hand diesel vehicles where an existing minibus needs replacement.

Consultation and Equalities

53. This is a financial report amending or proposing budgets for programmes and individual schemes, and therefore does not require a consultation.
54. 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

55. 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.
56. 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:	
<u>Title</u> ETE Proposed Capital Programme 2022/23, 2023/24 and 2024/25-2022-01-27-ELMETE Decision Day (hants.gov.uk)	<u>Date</u> 27/01/2022
Direct links to specific legislation or Government Directives	
<u>Title</u>	<u>Date</u>

Section 100 D - Local Government Act 1972 - background documents	
<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 undertake their own specific consideration of equalities issues. The decisions in this report are financial, and mainly relate to in-house management of accounts, and therefore have a neutral impact on groups with protected characteristics.

Table of expenditure across ETE capital programme in 2022/23

Gross Expenditure	To 31 October 2022 Periods 1-7 £
Structural Maintenance	35,404,330
Integrated Transport Programme	20,210,447
Flood & Coastal Defence Management	837,968
Solent Enterprise Zone	1,509
Community Transport	13,249
Waste	0
Street Lighting	11,766
TOTAL	56,479,269

**Current 2022/23 Casualty Reduction Programme
(Further schemes to be confirmed throughout 2022/23)**

A3057 Winchester Rd j/w Old Winton Rd, Andover	A272/B3046 Crossroads, Cheriton
A3057 New St - Vigo Lane to Spring Lane, Andover	B3420 Andover Road North, Winchester
A33 Basingstoke Rd, Turgis Green	Gravel Hill, Swanmore - Speed Limit Improvements
A35 Totton Bypass WBound jw Bartram Rd (S), Totton	C40 Downhouse Rd j/w C66 Drift Rd, Clanfield
C423 Stakes Hill Rd/C423 Purbrook Way/Crookhorn Ln Rbt, Havant	A287 Farnham Road Climbing Lane, Ewshot
B3035 Botley Rd (Curdrige to Bishops Waltham) - Surfacing	B3035 Botley Rd, south of Bishops Waltham
A32 Mumby Rd & B3333 South St (Falklands Gdns-Bus Stn), Gosport	C352 Chestnut Ave j/w Arnold Rd Eastleigh
A325 Farnborough Rd/Prospect Ave ATS, Farnborough	A27 Bridge Rd/Brook Ln Rbt, Fareham
B2149 Petersfield Rd/B2149 Park Rd North/Elmleigh Rd Rbt, Havant	Grange Rd j/w Nimrod Dr, Gosport
A3 Portsmouth Rd/B2149 Dell Piece West/C116 Catherington LN ATS, Horndean	B2149 Petersfield Rd/Middle Park Way, Havant
B2150 Hulbert Rd/Purbrook Way Rbt (Asda rbt), Havant	B2149 Park Rd South/Solent Rd ATC, Havant
B2177 Bedhampton Hill/Old Bedhampton Hill, Havant	A32 Forton Rd j/w Lidl Car park, Gosport
C44 and C58 Popley Way, Basingstoke	A3(M)/B2150 Hulbert Rd Rbt, Havant
A325 Farnborough Rd (Clubhouse Rd Slips to Queens Rbt), Aldershot	A33 Basingstoke Rd/B3349 Odiham Rd Rbt, Riseley
A3025 Portsmouth Rd/C74 Grange Rd, Netley	A339/C70 The Avenue Lasham - VAS
Cyclists - High Risk Junctions	A323 High St/B3008 Windsor Way Ordnance Rbt, Aldershot
A36 Commercial Road (Beaumont Road to End of 30mph Speed Limit), Totton	C37 Templars Way/School Ln Rbt Knightwood, Chandler's Ford
C374 Highlands Road, Fareham	A3051 Botley Rd j/w Station Rd, Park Gate
Oakridge Road/Sherbourne Road, Basingstoke	A27 Botley Rd (30mph Section), North Baddesley
A326 Staple wood Lane to Twiggs Lane, Marchwood - VAS upgrade	A335 Leigh Road j/w Villeneuve St George Way, Eastleigh
New Ln j/w Crossland Dr Havant	B2177 Portsmouth Rd (50mph) Fishers Pond to Lower Upham
A32 School Rd/Bridge St/B2177 Southwick Rd, Wickham - W1071+ VAS upgrade	B3347 Ringwood Rd j/w Avon Causeway, Sopley
Hill House Bend, Liphook - EH853	A35 High St (A337 Romsey Rd ATC to A35 Gosport Ln), Lyndhurst
B3004 Headley Road (Standford through Passfield towards Liphook), Bordon	Sarum Hill (Flaxfield Rd to Winchester Rd), Basingstoke
C361 Longfield Ave/Bishopsfield Rd, Fareham	B3016 Odiham Rd, Winchfield
C94 High St, Odiham	C9 - Belmore Ln (Longwood Xrds to Salt Ln), North Upham
C13 Mylen Rd (Railway Bridge to Charlton Rd), Andover	A32 Mumby Rd, jw Clarence Rd, Gosport

Long Ln j/w Staplewood Ln, Marchwood	Crookhorn Ln (Trojan Way to Perseus Pl), Havant
A3057 Bend outside Abbess Lodge, Leckford	C18 Stoner Hill (Bridge Over A3 to Tad Cottage Rd), Steep
A27 Southampton Road, Titchfield	C146 Portsdown Hill Rd j/w Skew Rd, Fareham
B3035 The Hangers, Corhampton - Signs and Surfacing	C358 Bournemouth Rd/C37 Templars Way Asda Rbt, Chandlers Ford
Gravel Hill, Swanmore - VAS	A32 j/w Petersfield Rd / Froxfield Ln (Hedge Corner), Monkwood
A3090 Badger Farm Road, Winchester	A31 Hen and Chicken, Froyle
B3035 Botley Road j/w Chapel Ln, Curdridge	A326/A336 Goodies Rbt, Netley Marsh
A339 Newbury Rd (Star Inn Bend only), Kingsclere - B1011	B2149 Petersfield Road junc' The Drive, Havant
Purbrook Way (Barncroft Way to Hermitage Stream Bridge), Havant	A334 j/w B2177 Winchester Rd Shedfield
A339/A340 Rbt, Basingstoke	C412 Military Rd (Cocked Hat PH to Alder Lane Cycle Path) Gosport
C74 Grange Rd/C74 Woolston Rd, Netley - E747	Old Milton Rd New Milton
A30 / B3084 Leonards Grave Xrds, Broughton	Moving Traffic Orders (various tbc)
A35 (40mph Section to Cat and Fiddle PH), Hinton - NF1061	B2177 Portsdown Hill Rd/B2177 Bedhampton Hill Rd Rbt Havant
A30/A339 Hackwood Rd rbt, Basingstoke	A30 Hollom Down to The Warren Broughton Down
W1072 – B3049 Stockbridge Road / Stoney Ln Rbt, Winchester	C97 Southampton Rd j/w Mousehole Ln Hythe
C194 Townhill Way, West End	A326 Long Ln j/w Waltons Ave Holbury
A32 Forton Rd j/w Spring Garden Ln, Gosport	B3054 Beaulieu Rd/Bull Hill/Norley Wood Road, Boldre
C58 Faraday Rd j/w Gresley Rd Rbt, Basingstoke	Sarum Road/Woodmans Lane, Sparsholt
A272 Petersfield Rd/B2199 Pulens Ln/Inmans Ln, Sheet	A339 / B3051 Kingsclere
A27 Cornaway Rbt - F758	B3349 gateways - RAF Odiham
C97 Main Rd (All Saints Church to Claypits Ln), Dibden	A342 Andover Rd j/w C3 Tidworth Rd Shoddesden
B3272 Reading Rd / Sandhurst Rd, Yateley	A335 Leigh Rd j/w Villeneuve St George's Way Eastleigh
A31/A32 Chawton Rbt, Alton	B3342 Tollbar Way j/w Bubb Ln Hedge End
A33 Basingstoke Road (Winchester to Popham)	C220 Sandy Ln/Woolmer Hill Rd/Knockhundred Ln, Bramshott Chase
A30 London Rd/Elvetham Ln/Hulfords Ln, Hartley Wintney	A27 The Avenue/Station Rd Rbt Fareham
A337 Priestlands Place, Lymington	C366 West St/Grove Rd Fareham
B3385 Newgate Ln/Speedfields Park, Fareham	A32 Wickham Rd, Fareham (bend to the north of dual c/way)
Nightingale Avenue, Eastleigh	

The following is a list of projects where delegated decisions have been made since the last report:

- LED Street Lighting Replacement Scheme – to increase the value of this scheme by £350,000 to £3,556,000
- Eastleigh Borough Council: Transforming Cities Fund – Bishopstoke Road, Eastleigh - to defer this scheme to the 2023/24 capital programme
- Eastleigh Borough Council: Fair Oak Placemaking - to defer this scheme to the 2023/24 capital programme
- Eastleigh Borough Council: West End High Street Placemaking - to defer this scheme to the 2024/25 capital programme
- Eastleigh Borough Council: Boorley Green Placemaking - to defer this scheme to the 2023/24 capital programme
- Rushmoor Borough Council: Minley Road, Farnborough Multimodal - to defer this scheme to the 2024/25 capital programme
- Test Valley Borough Council: North Baddesley: Firgrove Road to Castle Lane Cycle track - to defer this scheme to the 2023/24 capital programme
- New Forest District Council: Redbridge Causeway Package 4: Active Travel - to decrease the value of this scheme by £274,000 to £1,706,000 and defer it to the 2023/24 capital programme
- East Hants District Council: Whitehill & Bordon GGGL – Hogmoor Road Traffic Measures - to defer this scheme to the 2023/24 capital programme.

Post completion reports

2017/18	Anstey Road/Anstey Lane Junction Improvements, Alton
Post Completion report	
<p>The scheme involved the upgrade of the junction of Anstey Road/Anstey Lane, Alton from a 3-way priority junction to a signal-controlled junction. The purpose of the scheme was to increase capacity at the junction to address congestion issues for traffic travelling east-west on Anstey Road between the A31 and Alton town centre, and traffic turning right into and out of Anstey Lane. With the introduction of additional traffic from background traffic growth and significant local residential development in the area, congestion and delay around this junction were forecast to increase significantly in future years. The numbers of pedestrians and cyclists using the junction were also expected to increase. The scheme delivered improvements to the junction by introducing traffic signal control and additional carriageway width to better manage the flows of turning traffic. These improvements increased the capacity of the junction, and also provided an opportunity to install improved signalised pedestrian crossing facilities and improved provision for cyclists.</p> <p>Works commenced in January 2020, with a planned 16-week duration (to late April). During the early stages of construction, significant issues relating to utilities were encountered. In particular, the asset information plans issued by some statutory undertakers were inaccurate, with assets plotted in incorrect locations and information on abandoned services not provided - these inaccuracies in utility records or designs created conflict with the planned works, meaning that additional diversion works became necessary. Also, the quality of diversion designs provided by some utility providers was below standard and during the works, it became apparent that the scope of diversion designs was insufficient and that additional and unexpected diversion works would be required. Unfortunately, with the site being constrained, services were concentrated in certain areas of the site, meaning that to complete the additional diversions that had become necessary, additional diversionary works were required to relocate or lower other services which had subsequently become affected.</p> <p>The scheme involved widening the existing highway into areas of verge; some trial hole investigation was undertaken in these verge areas by both HCC and SGN in advance, however these issues were not identified. These issues resulted in delays whilst various different utility providers scheduled their sub-contractors to complete the additional diversion works in sequence. Co-ordination and completion of utilities activities was also affected by BT industrial action and the impact of Covid19 impacting the workforce availability to plan and complete the work. The issues affected the critical path activities of the main contractor, resulting in contract prolongation and increased costs relating to additional construction work required, resequencing of main works activities and the significant impact of the additional works and prolongation on traffic management.</p>	

The early stage utilities issues resulted in significant delay to the construction programme and whilst options to accelerate the programme were investigated, significant acceleration was not possible due to the constraints of the site in terms of working area and traffic management. Various additional construction complications also had an impact on project costs and programme, the most notable issue being the difficulties encountered working with the existing road concrete construction when completing a number of drainage connections at significant depth, and when widening the road on the south side.

Works were substantially completed at the junction by late August 2020.

Additional funding sources

The issues and additional work specified above increased the programme value by £440,000 (31%) to £1.852m. The additional funding was sourced from Developer Contributions (£166,000) and LTP (£274,000).

2018/19	Whitehill Bordon GGGL: Tesco Cycle Improvements
Post Completion report	
<p>The scheme involved delivering a section of the Green Grid Green Loop (GGGL), a network of cycle facilities that links the whole of Whitehill and Bordon. The junction improvement provides appropriate cycle and pedestrian crossing facilities for users of the existing cycle routes in C114 High Street and Woolmer Road. Construction works commenced in March 2021 and were completed in July 2021.</p>	
<p>During the construction phase, additional work was identified and added to the contract. These additional works included improvements to highway drainage, carriageway surfacing and ducting associated with traffic signals. The contractor also had to work around a gas pipe that was not shown on any Utility information returns. While no additional works were required with respect to the gas pipe, it did increase the time taken for some construction activity. The additional construction work and gas pipe issue involved an increase in fees.</p>	
Additional funding sources	
<p>The issues and additional work specified above increased the project value by +£142,000 (+29%) to £637,000. The additional funding was sourced from developer contributions (£17,0000) and EM3 LEP contributions (£125,000).</p>	

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HAMPSHIRE COUNTY COUNCIL

Decision Report

Decision Maker:	Executive Lead Member for Universal Services
Date:	23 January 2023
Title:	Universal Services Capital Programme 2023/24, 2024/25 and 2025/26
Report From:	Director of Universal Services and Director of Corporate Operations

Contact name: Patrick Blogg
Jennifer Wadham

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Purpose of this Report

1. The purpose of this report is to set out, subject to confirmation of funding, the proposals for the Universal Services Capital programme for 2022/23, 2023/24 and 2024/25, and to seek approval for their onward submission to Cabinet in February 2022.

Recommendations

2. That the Executive Lead Member for Universal Services recommends that the Cabinet and County Council approve the capital programme for 2023/24 and the provisional 2024/25 and 2025/26 capital programmes totalling £378.257m (£246.232m for the former ETE Department and £132.025m for the former CCBS Department), as set out in Annexes 1 and 2.
3. That the Executive Lead Member for Universal Services approves the carry forward of resources of £39.233million from 2022/23 to 2023/24, 2024/25 and 2025/26 respectively as set out in Annex 2 paragraph 29.
4. That the Executive Lead Member for Universal Services approves the overall changes in the LTP Integrated Transport allocation set out in Annex 1, paragraph 64.
5. That the Executive Lead Member for Universal Services recommends approval to the Leader and Cabinet of the revised capital programmes cash limit for 2022/23 totalling £199.281m (£130.580m for the former ETE Department as set out in Annex 1 Appendix 3 and £68.701m for the former CCBS Department as set out in Annex 2 Appendix 2).
6. That the Executive Lead Member for Universal Services delegates authority to the Director of Universal Services, in consultation with the Executive Lead Member for Universal Services, to make minor amendments to the split of

funding across sub-programmes within the Structural Maintenance programme as set out in Annex 1.

7. That the Executive Lead Member for Universal Services approves the increase in the capital programme value of the Old Lynchford Road Active Travel scheme from £0.676million to £1.187million with the £0.511million increase to be funded by LTP (Annex 1).
8. That the Executive Lead Member for Universal Services recommends to Cabinet and County Council that the increase in the value of the two following School Condition Allocation (SCA) schemes be approved: Springwood Junior patent glazing upgrade scheme to be increased by £1.165million (scheme total now £1.785million) and Hiltingbury Junior SCOLA recladding scheme to be increased by £2.265 million (scheme total now £3.811million) and (Annex 2).
9. That the Executive Lead Member for Universal Services approves the following four increases in the value of SCA SCOLA recladding schemes: Hart Plain Junior £0.699million (scheme total now £1.573million); Crookhorn College £0.629million (scheme total now £2.027million); Henry Beaufort £0.641million (scheme total now £2.097million) and Cranbourne School £0.710million (scheme total now £2.516million) (Annex 2).
10. That the Executive Lead Member for Universal Services recommends to Cabinet and County Council to increase the value of, and the expenditure approvals for, the Uplands Development Infrastructure (UDI) project by £3.837million (scheme total now £32.326million), to be funded from the Capital Inflation Risk Reserve established by Cabinet in December 2022 (Annex 2).

Executive Summary

11. This report sets out the proposals for the Universal Services Capital programme for 2022/23, 2023/24 and 2024/25, and seeks approval for their onward submission to Cabinet in February 2022.
12. This report brings together the two Capital programmes over this timeframe for the former Economy, Transport and Environment (ETE) and Communities, Culture and Business Services (CCBS) Departments, which from 1 January 2023 were brought together under the new Universal Services Directorate. These two separate programmes are included as Annex 1 and Annex 2 to this report.
13. This is a transitional arrangement, whilst the organisation structure is finalised and going forwards future Capital Programme reports for Universal Services will be presented as one consolidated report.

Contextual information

14. The new Universal Services Directorate came into force from 1 January 2023 and brings together the delivery of public-facing services universally available to all as well as internal services directly supporting these and other public-facing services such as Children's and Adult social care provision. The restructure also saw the creation of the Hampshire 2050 Directorate with the intention of providing a clear separation of 'strategic functions' from the more operational service delivery and planning within the public-facing Directorates. The former

ETE and CCBS Departments have been disbanded and their functions transferred to other Directorates including Universal Services.

15. As referenced within the Budget Setting and Provisional Cash Limits report taken to Cabinet on 13 December 2022, whilst the transition into the new corporate structure takes place, the two Capital programmes for the former ETE and CCBS Departments have been brought together under the Universal Services Directorate. However, the approval to spend in line with the County Council's financial regulation thresholds will be taken through the relevant Executive Members. This will predominantly affect the advantageous land programme (Hampshire 2050).
16. It should be noted that elements within the capital guidelines may need to be moved between directorates depending upon the finalisation of the organisational restructure, however the bottom-line total allocation will not change.

Finance

17. The detailed Capital Programme proposals are included as Annexes 1 and 2, which form the main body of this report, and summarised in Table 1 below.

Table 1: Summary of capital programmes

	2023/24	2024/25	2025/26	Total
	£'000	£'000	£'000	£'000
Former ETE Department:				
Structural Maintenance	48,416	48,816	45,316	142,548
Integrated Transport	16,614	53,252	33,500	103,366
Flood and Coastal Defence	106	106	106	318
Former ETE Total	65,136	102,174	78,922	246,232
Former CCBS Department:				
Locally resourced schemes	19,694	7,859	4,559	32,112
Government funded schemes	41,003	28,309	30,601	99,913
Former CCBS Total	60,697	36,168	35,160	132,025
Grand Total	125,833	138,342	114,082	378,257

Consultation and Equalities

18. Equalities impact assessments for the individual projects proposed in this report will be considered as part of the relevant project appraisals when seeking approval to spend.

Climate Change Impact Assessments

19. 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.

Climate Change Adaptation

20. The climate change adaptation tool is not applicable because this is a financial report amending or proposing budgets for a number of individual projects or programmes, which are subject to assessment individually when project appraisals are developed.

Carbon Mitigation

21. The carbon mitigation tool is not applicable because this is a financial report amending or proposing budgets for a number of individual projects or programmes, which are subject to assessment individually when project appraisals are developed.

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

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.)

Document

Location

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 undertake their own specific consideration of equalities issues. The decisions in this report are financial, and mainly relate to in-house management of accounts, and therefore have a neutral impact on groups with protected characteristics.

HAMPSHIRE COUNTY COUNCIL

Decision Report

Decision Maker:	Executive Lead Member for Universal Services
Date:	23 January 2023
Title:	2023/24 to 2025/26 Capital Programme Report for the former Economy, Transport and Environment
Report From:	Director of Universal Services

Contact name: Maria Golley

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Purpose of this Report

1. The purpose of this report is to set out, subject to confirmation of funding, the proposals for the Transport and Environment Capital programme for 2023/24, 2024/25 and 2025/26 and to seek approval for their onward submission to Cabinet in February 2023. Appendix 1 is the approved format for the budget book and Appendix 2 is a simplified view with expenditure profiled. The report also includes the revised capital programme for 2022/23 and provides recommendations for changes to the programme in 2022/23 and beyond.

Recommendations

2. That the Executive Lead Member for Universal Services recommends that the Cabinet and County Council approve the programme for 2023/24 and the provisional programmes for 2024/25 and 2025/26 capital programmes totalling £246.232million, as set out in this report and in Appendices 1 and 2.
3. That the Executive Lead Member for Universal Services approves the overall changes in the LTP Integrated Transport allocation set out in the report.
4. That the Executive Lead Member for Universal Services recommends approval to the Leader and Cabinet of the revised capital programme cash limit for 2022/23 as set out in Appendix 3.
5. That the Executive Lead Member for Universal Services delegates authority to the Director of Universal Services, in consultation with the Executive Lead Member for Universal Services, to make minor amendments to the split of funding across sub-programmes within the Structural Maintenance programme.
6. That the Executive Lead Member for Universal Services approves the increase in the capital programme value of the Old Lynchford Road Active Travel scheme from £0.676million to £1.187million with the £0.511million increase to be funded by LTP.

Executive Summary

7. The proposals set out in this report amount to over £246million across the next three years. Government formula settlements (£115.5million) and Government competitively bid grants (£54.6million) make up the bulk of the funding. The remainder is funded through a mix of local resources, (£42.8million), developer contributions (£32million), local authority contributions (£0.14million) and other competitively bid project specific grants e.g. Highways England (£1.1million).
8. The report also considers the significant financial challenges to the Transport and Environment capital programme as the economy experiences the highest rates of inflation for many years, with construction costs, particularly those influenced by oil prices, seeing some of the steepest rises.
9. Increasingly, the County Council will therefore have to rely on its own resources to bring forward new schemes at a time when its budget is facing depletion by high inflation, and manage this either by rescheduling delivery, pushing back or deferring schemes, and doing less within the budget.
10. This is compounded by emerging evidence that indicates a significant reduction in levels of future Government capital funding from competitive bidding, based on the mixed results of bid submissions in early 2022 to the Active Travel Fund, with bids to the Levelling Up fund and the Bus Service Improvement Plan being unsuccessful. This will cause disruption to the forward capital programme and affect the Integrated Transport sub-programme, in particular.
11. Furthermore, the annual settlements for the Highways Maintenance block funding and the Integrated Transport block were set for three years in 2022/23 with no adjustment to allow for inflationary pressures, which will result in less work being delivered on the ground, as funding will in real terms diminish in value over time. At the time of writing, the Department for Transport (DfT) has made no indication about funding beyond 2024/25 which creates uncertainty for the forward strategic outlook.

Contextual information

12. The Executive Lead Member for Universal Services can now prepare proposals for:
 - a locally resourced capital programme for three years from 2023/24 to 2025/26 within the guidelines of the current capital programme; and
 - a programme of capital schemes supported by Government Grants in 2023/24, 2024/25 and 2025/6.
13. The 2023/24, 2024/25 and 2025/6 programmes set out primarily new capital resources, with the latter two years based on indicative schemes and figures. The 2023/24 and 2024/25 programmes replace previously approved programmes, they do not add to them.
14. The Transport and Environment capital programme includes the following programmes:

- Structural Maintenance;
 - Integrated Transport;
 - Waste;
 - Flood Risk and Coastal Defence; and
 - Community Transport.
15. The proposed programmes have been prepared in consultation with the Executive Lead Member for Universal Services and have been reviewed by the Universal Services – Transport and Environment Select Committee. They are to be reported to the Leader and Cabinet on 8 February 2023 to make final recommendation to Council later in February 2023.
16. The three-year capital programme provides details of the schemes expected to commence during 2023/24, 2024/25 and 2025/6. Circumstances outside the County Council's control such as the changing commercial outlook across the highways and civil engineering sectors and the potential need for broader environmental considerations, may cause some schemes to be delayed to later financial years.

Inflationary pressure

17. The previous three-year programme highlighted the uncertainty of the global economic outlook and its impact on the stability of the UK market. One year on, the construction industry continues to exhibit strong evidence of instability on the back of Brexit and the Covid pandemic with the consequence that inflation indices have been increasing significantly over the last two years. The on-going war in Ukraine is having a very significant and alarming impact on top of these existing challenges and is causing uncertainty with the availability and cost of critical materials such as steel, iron, timber and bitumen.
18. Overall, the construction material price index rose 5% in March 2022 and for a period, was almost 25% higher than 2021. Tender price inflation can be heavily influenced by the level of risk contractors and their supply chains are prepared to accept and this is closely linked to market conditions, which remain volatile. The BCIS are indicating an average increase of 8% in 2022 and a further increase of 6.2% is forecast for the forward year.
19. The inflationary levels seen in the construction market continue to have a financial impact across the whole of the Transport and Environment capital programme and it is difficult to predict whether the impacts will be permanent or just transitory. As mentioned in the quarter 3 update, elsewhere on this agenda, a review of cost estimates in line with industry recommendations was carried out and this revealed the capital programme had an inbuilt pressure of at least £6.9million. A range of measures is being proposed to manage this.
20. In September 2022, the County Council announced a corporate capital inflation allocation to underwrite the cost of inflation on individual schemes where it cannot be met from approved budgets and the department has

submitted business cases to this fund. At the time of writing, these business cases are still under consideration. To ensure financial resilience of the capital programme, other measures will also need to be considered such as descoping schemes where appropriate, adjusting our bidding strategy to reflect the current challenges to delivery, and reviewing the provision of Local Transport Plan (LTP) commitments from the DfT LTP Transport grant. Further information on adjustments to LTP allocations are detailed in Part C of this report with Table 8 summarising the proposed new capital investment submitted for consideration for the next three years and Table 9 setting out how the investment is to be funded, in aggregate. Appendix 2 provides detail on the schemes and presents a spend profile across years for information.

21. Use of competitively bid external funding is governed by legally binding funding agreements which typically require the County Council both to deliver the agreed scheme in full and to meet any cost overruns incurred. These excess costs from inflation therefore fall to be met by the County Council. Inevitably, this will mean that elements of the capital programme will have to be deferred, reduced or withdrawn. It is important that the capital programme is protected by prioritising investment on schemes that will have more strategic impact providing wider benefits to the public and value for money. Protecting larger strategic schemes that are already committed will undoubtedly have an impact on other parts of the capital programme and future schemes. Further detail on specifically affected schemes is outlined in this report. It should be mentioned that schemes will follow the usual governance route of submitting a Project Appraisal to the Executive Member or under delegated authority, prior to a commitment to construction being undertaken.
22. To mitigate the impact, highways and transport teams continue to engage collaboratively with delivery partners to anticipate and where possible manage price and delivery pressures in the supply chain. Work programmes are also being reviewed and re-prioritised in order to mitigate market capacity issues.

2022/23 Programme Changes

23. The revised capital programme for 2022/23 reflecting the adjustments made during the year, is shown in Appendix 3 and totals £130.580 million. This lists all the schemes in the current programme at the latest cost estimate, together with a reconciliation of resources. It is therefore recommended that the Executive Lead Member for Universal Services recommends approval to the Leader and Cabinet of the revised capital programme cash limit for 2022/23 as set out in Appendix 3.
24. The inflationary pressures outlined in the previous section is affecting the financial viability of a number of schemes.
25. Of particular note is the Botley Bypass scheme which is predicted to have a significant increase in its cost estimate due to inflationary factors. In addition, there is a need to increase the risk contingency to cover other delivery issues such as very challenging ground conditions, particularly in relation to the

construction of the new bridge over the river Hamble, and a new risk relating to the recent reclassification of a large diameter water extraction main, which runs adjacent to and underneath the bypass, as being of strategic importance and therefore requiring additional protections. A funding support package has been identified for an increase from £23.1million to £31.1million from additional local resources and developer funding as well as a request of £2.9million from the corporate inflation risk reserve. This is a provisional allocation until the target cost has been confirmed and a further report will be presented to the Executive Lead Member for Universal Services to consider the full Project Appraisal, as outlined in the Outline Project Appraisal considered in May 2022. A recommendation to increase the capital programme value for the Botley Bypass scheme to £31.1million will be taken to Cabinet in February 2023.

26. Inflationary pressures have also affected the Stubbington Bypass scheme, which is practically complete and has been open since 30 May 2022, as finishing works on certain elements continued until the end of November. These works included additional street lighting for safety and amenity reasons combined with delays to street lighting electrical connections, additional uncharted services and the implementation of additional facing work to ensure long term durability. The combined effect of these factors together with inflationary and commercial pressures associated with the conclusion of the main contract, has led to an increase in the project costs of £2.2million and results in an overall scheme value forecast of £44.195million. A recommendation to increase the capital programme value for the Stubbington Bypass scheme by £2.2million will be taken to Cabinet in February 2023.
27. Delays with planned utility diversions and additional works have impacted adversely on the main programme for the Junction 9, M27 scheme with completion now forecast in winter 2022/23. These additional requirements have lengthened the programme timescales and, coupled with the current cost inflation seen across infrastructure schemes, as previously mentioned, the value is expected to rise by £1.325million. This represents 5% from the current cost estimate and results in an overall scheme value forecast of £24.453million. A recommendation to increase the capital programme value for the Junction 9, M27 scheme by £1.325million will be taken to Cabinet in February 2023.
28. Continuation of design work on the Old Lynchford Road Active Travel scheme, part of the Farnborough Growth Package (North Camp), has led to a revision of the scheme proposals. The scope of the works has been increased to resolve surface water ponding in the location, primarily relating to additional drainage works to increase the capacity of the existing surface water drainage system. These design changes have increased construction cost estimates, resulting in an increase in the scheme cost of £0.511million.
29. It is therefore recommended that the Executive Lead Member for Universal Services approves the increase in the capital programme value of the Old

Lynchford Road Active Travel scheme from £0.676million to £1.187million with the £0.511million increase to be funded by LTP.

PART A – RESOURCES

Local Resources

30. Local resources guidelines were agreed by Cabinet on 13 December 2022. Total local resources amount to £42.801 million over the next three years.

Table 1: Local Resources

	2023/24	2024/25	2025/26	Total
	£000	£000	£000	£000
Capital Guidelines	1,929	1,929	1,929	5,787
Revenue Reserve	10,000	10,000	10,000	30,000
Original Capital Guidelines	11,929	11,929	11,929	35,787
Prudential Borrowing - Bridge Replacement Funding	2,500	2,500	0	5,000
Prudential Borrowing - Traffic Signals/Crossings Replacement Funding	600	1,000	0	1,600
Additional Approvals (Capital Receipts)	0	414	0	414
Revised Local Resources	15,029	15,843	11,929	42,801

Government Formula Allocations

31. The DfT allocations for Integrated Transport and Structural Maintenance for 2023/24, 2024/25 and 2025/6 are detailed in Table 2. It should be noted that 2024/25 is the final year of the confirmed three-year settlement which commenced in 2022/23 and at the time of writing, the DfT has made no indication about future funding. Therefore, 2025/26 figures are subject to DfT decisions and for planning purposes, it is assumed that funding will keep to current levels.

Other Government Funding

32. Given the modest annual LTP Integrated Transport Block funding (£5.338million annually), the programme reflects the need of the County Council to obtain additional external funding, through competitive bidding processes, to maximise the potential for delivery and address funding gaps.
33. At the time of writing, the County Council is awaiting decision of approximately £40million of transport infrastructure improvements within Levelling Up Fund bids across the county. This includes a £17.9million bid covering transport improvements in Havant and Gosport submitted by the County Council and several other bids submitted by Districts which also contained transport elements. Test Valley (Andover Town Centre Masterplan), Basingstoke and Deane (Manydown to Town Centre cycle route) and Havant and Gosport submitted bids which complemented the County Council submission.
34. The County Council also expects to be asked by Active Travel England to bid for Active Travel Fund Tranche 4 capital funding in early 2023, which is estimated to be in the region of £15million.
35. Furthermore, Active Travel England invited the County Council to submit a feasibility study into Mini-Holland funding for Winchester with potential funding expected to be between £10million and £30million. Although final submission dates have not been confirmed, it is anticipated that this will also be in early 2023.

Developer Contributions and other External Funding

36. The Department receives contributions from developers towards the cost of highway and transport infrastructure associated with mitigating the effects of developments.
37. This three-year programme includes an estimate of £32million of developer contributions from Section 106. In addition, there are many more projects currently at feasibility or early development stages that may well come forward during the year for delivery which may utilise this source.
38. It is worth noting that the recession is likely create a slowdown in the housing market which will impact the flow of developer funding, as occupation of new builds are expected to slow down.

Revenue Investment

39. The County Council's approach of forward funding feasibility studies to support the capital programme has been very successful and has a historic return rate of greater than 40:1. That means for every £1 spent of the Council's own revenue funding, £40 or more of external funding has been

secured towards transport improvements. Over the last 5 years, external funding secured has been in the region of £180million.

40. An allocation of £1.5million for revenue investment for transport scheme development in 2023/24 was announced in the 2021/22 End of Year financial report in July 2022. Due to the financial pressures faced by the County Council, there is uncertainty over whether this funding can be maintained at this level from 2024/25 onwards.
41. Looking forward, the UK is facing a public spending and cost inflation challenge and it may be that transport funding from the DfT may be impacted. To date, no cuts have been formally made to transport funding, but the Government will need to prioritise future spending and current indications are that transport funding levels are unlikely to be increased and may be squeezed with suggestion emerging that some funding may also be clawed back if not spent in time. The Government is still retaining a priority on housing growth and it can be expected that transport schemes which unlock housing may be prioritised for funding. Levelling up is also expected to remain the focus of the Government with many metro-mayor authorities receiving significant settlements of national transport funding.
42. The Department for Transport has indicated its priorities for funding and that it plans to introduce new local transport plan guidance. Together these suggest the Government priorities are for active travel, bus based schemes and for proposals that assist in the conversion of private vehicle to cleaner technologies. This infers that the larger scheme funding opportunities particularly for large road schemes may be diminishing in favour of a greater number of smaller type projects.
43. Early indications are that the LTP settlement will be incentivised accordingly. This means local authorities will need to perform well against targets to decarbonise transport in order to attract a good grant settlement. Conversely, it infers that those that do not, may see their LTP grant settlement impacted including those for road and asset maintenance.
44. The funding horizon is uncertain and whilst that is not unusual, the outlook is somewhat more pessimistic than past years and decades. However, the proactive approach of using the County Council revenue funding to support a feasibility programme that then shapes future capital programmes has paid dividends. In the context of an invigorated focus and desire to be more active in “placemaking and regeneration”, the Council will need to be very tactical in how it seeks to use and deploy its resources and secure the right future funding opportunities.

Total Resources

45. The table below is a breakdown of the capital resources in their respective start years. This table does not reflect actual expenditure in those years.

Table 2: Total Capital Resources

	2023/24	2024/25	2025/26	Total
	£000	£000	£000	£000
Local Resources	15,029	15,843	11,929	42,801
DfT - LTP Grant – Maintenance	14,886	14,886	<i>14,886</i>	44,658
DfT - Pothole Funding	14,886	14,886	<i>14,886</i>	44,658
DfT - Highways Maintenance Incentive Funding	3,721	3,721	<i>3,721</i>	11,163
DfT - LTP Grant – Transport	5,338	5,338	<i>5,338</i>	16,014
DfT - Major Road Network	1,706	0	0	1,706
DfT - Transforming Cities Fund Tranche 2 (SCC)	2,846	0	0	2,846
DfT - Active Travel Fund	65	<i>19,550</i>	<i>9,000</i>	<i>28,615</i>
DfT - Levelling Up Fund	0	<i>3,300</i>	<i>7,000</i>	<i>10,300</i>
DfT - Bus Service Improvement Plan	0	0	<i>10,890</i>	<i>10,890</i>
DfT- Access for All fund	260	0	0	260
Developer Contributions	6,821	19,948	4,910	31,679
Other Local Authority	137	0	0	137
Winchester City Council – CIL	380	0	0	380
South Western Railways CCIF	260	300	0	560
Highways England	0	540	0	540
Total	66,335	98,312	82,560	247,207

Figures in italics are subject to DfT decisions and for planning purposes this level of funding is assumed.

PART B - PROGRAMMES

46. The Transport and Environment capital programme contributes towards the County Council's climate change targets of carbon neutrality and resilience to the impacts of a 2°C temperature rise by 2050. Climate change impact assessment tools are integral to the governance process, with all capital projects and decisions now evaluated for climate change adaptation and carbon mitigation.
47. 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. Identifying the best materials and design solutions to reduce carbon emissions and protect the network from a changing climate is also a priority. Low carbon, locally produced, durable products are now widely used for maintenance and capital improvement schemes, as well as greater recycling of used carriageway materials.

Structural Maintenance

48. The Structural maintenance programme is a 'spend' based programme, and therefore the figures in Table 3 represent how much will be spent in that year.

Table 3 – Total programme – Structural maintenance

	2023/24	2024/25	2025/26	Total
	£000	£000	£000	£000
Local Resources	14,923	15,323	11,823	42,069
DfT - LTP Grant – Maintenance	14,886	14,886	<i>14,886</i>	44,658
DfT - Pothole Funding	14,886	14,886	<i>14,886</i>	44,658
DfT - Highways Maintenance Incentive Funding	3,721	3,721	<i>3,721</i>	11,163
Total programme	48,416	48,816	<i>45,316</i>	142,548

At the time of writing, the DfT has made no indication about funding beyond 2024/25. Therefore, 2025/26 figures in italics are subject to DfT decisions and for planning purposes, it is assumed that funding will keep to current levels.

49. The Structural Maintenance budget is used to extend the life of an existing asset. It is split across all highway assets for example, carriageways,

footways, drainage, structures, traffic signals, pedestrian crossings and cattle grids.

50. It should be noted that, within year, one-off government grant funding and other funding from successful bids can be allocated to this budget increasing the total available in year. As part of some programmes, the County Council seeks to build up sufficient allocations for larger more complex schemes over several years. In addition, some schemes hold funding to help support bidding opportunities.
51. Budgets are allocated in line with Hampshire County Council's Asset Management principles and needs based budgeting and programmes are developed based on various factors, including condition, remaining life and lifecycle planning including whole life costs.
52. The Structural Maintenance programme is made up of two major programmes of work: Structural Planned Maintenance and Bridges. The sub-programmes of work will vary over the next three years, however the information in the next two paragraphs details the types of activity undertaken.
53. Structural Planned Maintenance consists of sub-programmes as follows:
 - Operation Resilience - consisting of a surface treatments programme i.e., surface dressing etc. In addition, sub-programmes for carriageway and footway resurfacing, reconstructions, drainage, haunching and edge repairs, vehicle restraint systems, fencing, cattle grids and similar;
 - local depot sub-programmes – consisting of carriageway and footway repairs, kerb repairs, carriageway edge repairs, drainage, accident damage, fencing and similar; and
 - Intelligent Transport Systems – consisting of replacing life expired equipment i.e., traffic signals and crossings.
54. The Bridges and Structures programme consists of works to County Council owned Highway structures, which includes road bridges, footbridges, culverts (1.5m span or more), subways and retaining walls, as well as works on pumps at subways and low spots in the carriageway. Work can include any of the following as a result of structural assessment, annual inspection, accident damage (vehicles or weather related) or vandalism:
 - bridges, footbridges and culverts: strengthening/ replacement; refurbishment; cathodic protection installation; bearing replacement; drainage replacement; concrete, steel, or brickwork repair; painting; bridge deck waterproofing replacement; expansion joint replacement; scour/invert repairs/protection; parapet repair/replacement; revetment repair/strengthening; and corrugated culvert relining;
 - subways: in addition to the above, application/repair of murals; repair and replacement of signs and mirrors; repair and replacement of tiling; and
 - pumps: replacement of pump units and pipework leading to pumps.

55. To provide greater governance of the Structural Maintenance programme, it has been agreed that this report will include the initial split of allocation between the two sub-programmes that form the Structural Maintenance programme, with authority delegated to the Director of Universal Services to make minor amendments to the split of funding across sub-programmes.
56. It is therefore recommended that the Executive Lead Member for Universal Services delegates authority to the Director of Universal Services, in consultation with the Executive Lead Member for Universal Services, to make minor amendments to the split of funding across sub-programmes within the Structural Maintenance programme.
57. In 2023/24, the total Structural Maintenance spend will be split across the two programmes of work as shown in the tables below. The split of the total Structural Maintenance budget is confirmed on a rolling year basis and the initial split of allocations between the two sub-programmes that form the Structural Maintenance programme is shown in the tables below.

Table 4: Structural maintenance programme

	2023/24	Total
	£000	£000
Operational Resilience	30,530	30,530
Local Depots	6,670	6,670
ITS	750	750
Other Highways structural maintenance	3,966	3,966
Total programme	41,916	41,916

Table 5: Bridges programme

	2023/24	Total
	£000	£000
Bridges	6,500	6,500
Total programme	6,500	6,500

This split is based on the previous year and will be adjusted in the next quarterly report to reflect the recommendations on the Highway Network Recovery Strategy outlined in a separate report on this agenda, once approved.

Integrated Transport programme

58. This programme is a 'starts' based programme, and therefore the figures in Table 6 do not represent how much will be spent but the full value of projects that are proposed to start construction in that year.
59. The proposed total value of the three-year Integrated Transport Plan (ITP) Programme is £103.366million. As this is a 'starts-based' programme this figure does not include the value of schemes currently in delivery which commenced prior to 2023/24. Schemes which commenced prior to 2023/24, such as Brighton Hill Roundabout, A326 Fawley Waterside, Lynchford Road and TCF totalling over £80million, will continue to require significant on-going resources from across the department in 2023/24. It should also be noted that any cost over-runs on previous starts may need to be funded from the current three-year programme.
60. The 2023/24 main programme provides details of the schemes expected to commence during that financial year. As previously mentioned, circumstances outside the organisation's control can intervene, causing some schemes to be delayed to later financial years. The main 2024/25 and 2025/26 programmes are at this stage provisional and programmed based upon the more limited information available for schemes at a much earlier stage of development. This includes schemes that will be submitted as part of future rounds for Active Travel funding (£31million), Bus Service Improvement Plan (£10.89million) and Levelling Up fund (£10.3million) that currently do not have funding secured.
61. In compiling the three-year outlook, these provisional allocations are reviewed, and schemes are adjusted or in some cases removed from the future years programmes. The report will now outline schemes that have been affected:
62. The 2024/25 capital programme no longer includes a provision for the Walworth Roundabout scheme. Funding for the scheme was dependent on building sufficient Section 106 contributions over several years, however the scale of development expected did not materialise and the funding is insufficient to deliver the improvements originally envisaged. Following approval by the developer, the contributions will be retained for use on other measures in the local area that will benefit the development and mitigate its highway impact.
63. Funding provision for the A339/B3349 Junction improvements, Alton, is also unlikely to come forward in the short to medium term. Opportunities for future funding will be kept under review and there may be scope to secure funding

or improvements if the Local Plan identifies development in the locality. It is therefore proposed that this scheme is deferred until such time that the funding provision is confirmed.

64. Despite the financial pressures already described in paragraph 20 requiring adjustments to the LTP grant held, the three-year capital programme includes an allocation for Casualty Reduction and Traffic Management priorities for each of 2023/24, 2024/25 and 2025/26. This represents a consolidation from previous years of separate allocations. This budget of £1.5million, which is almost 30% of the annual DfT LTP grant, will provide for a combination of safety measures and safety led Traffic measures, based on a rigorous process of continuous monitoring of accident statistics, patterns, and trends.
65. The three-year capital programme has a range of scheme types, including a sub-programme of schemes which are mainly concerned with walking and/or cycling improvements. The current value of this sub-programme is almost £58million, an increase of approximately £8million from 2022/23. This reflects the increased investment in walking and cycling infrastructure and the capital programme's shift in emphasis to sustainable transport measures to contribute to the County Council's de-carbonisation and climate change ambitions. It is noted however that this is the value of schemes mainly focused on walking and cycling improvements and there are many other schemes in the programme that include walking and cycling elements, which are not included in this sub-programme.
66. Appendix 2 provides detail on the schemes to be included in this programme and presents a spend profile across years for information.

Table 6: Total programme – Integrated Transport

	2023/24	2024/25	2025/26	Total
	£000	£000	£000	£000
Local Resources	0	414	0	414
DfT - LTP Grant – Transport	4,139	9,200	1,700	15,039
DfT - Major Road Network	1,706	0	0	1,706
DfT - Transforming Cities Fund Tranche 2	2,846	0	0	2,846
DfT - Active Travel Fund	65	19,550	9,000	28,615

DfT - Levelling Up Fund	0	3,300	7,000	10,300
DfT - Bus Service Improvement Plan	0	0	10,890	10,890
DfT- Access for All fund	260	0	0	260
Developer Contributions	6,821	19,948	4,910	31,679
Other Local Authority	137	0	0	137
Winchester City Council – CIL	380	0	0	380
South Western Railways CCIF	260	300	0	560
Highways England	0	540	0	540
Total programme	16,614	53,252	33,500	103,366

The County Council is developing additional schemes, which are expected to be added to 2025/26 capital programme year once further developed. This explains why the value is so much higher in year 2024/25.

Waste Programme

67. Whilst there remains some uncertainty regarding the details of the secondary legislation covering the implementation of the waste management measures of the Environment Act 2021, it has set a clear direction and in line with that, the County Council has progressed with both the business case and planning permission for a new Materials Recycling Facility (MRF) at Chickenhall Lane in Eastleigh. These have both been secured successfully and work is now underway on the detailed design and procurement activity with work on site due to commence in early 2024 and the facility being fully operational in quarter 2, 2025/26. As reported in the last three programme report, the cost of the change will be £30 million, funded by £23.1 million prudential borrowing to be repaid by ongoing savings in the revenue budget, and the remaining £6.9 million split equally between Portsmouth and Southampton City Councils. It is estimated that the spend profile related to the construction will be £1million in 2023/24, £10million in 2024/25 and £19million in 2025/26.
68. In addition to the delivery of the new MRF, work will be undertaken on the Waste Transfer Stations to enable the increased segregations required to deliver the twin stream recycling system, as well as providing containers for separated food waste to be tipped. Work is also underway on the transition to

the new system, with 13 waste collection authorities all having to make significant changes to their collection systems.

69. Work is also being undertaken to review Household Waste Recycling Centre service provision to ensure that it provides a fit for purpose and cost-effective service for the long term aligned with the changes that are taking place to kerbside waste collection and disposal services as a result of the Environment Act 2021. This work is expected to lead to re-provisioning of the existing sites to best serve residents. At present the capital costs of this programme are not determined but will come forward by the end of the last quarter of 2022/23.

Flood Risk & Coastal Defence Programme

70. The County Council's Flood Risk and Coastal Defence Programme is an important part of its response to the challenge of climate change, in particular the impacts of intense rainfall events, surface water flooding and increased storminess. By drawing in local, regional, and national investment funding the programme supports the development and delivery of schemes to reduce the risk from all sources of flooding and increase the resilience of communities.
71. Over the next 3 years, new capital funding for the programme is £0.318million, funded by local resources as shown in the table below.

Table 7: Flood Risk and Coastal Defence Capital programme

	2023/24	2024/25	2025/26	Total
	£000	£000	£000	£000
Local Resources	106	106	106	318
Total programme	106	106	106	318

These figures do not include the £1.8 million carried forward detailed below which will provide additional capital investment.

72. As this is a start-based programme, these figures do not include the value of schemes currently in design and delivery which commenced prior to 2023/24. The estimated value of the total programme is £24.6million, funded by Flood Defence Grant in Aid (FDGiA), Regional Flood and Coastal Committee (RFCC) Local Levy, other local authorities, local resources and developers contributions. Of this, £21million is allocated to specific schemes prior to 2023/24 and at the time of writing, a programme of £1.8million is forecast from 2023/24 to 2025/26 to be funded by new local resources and carry-forward from previous years.

73. The changes being experienced in terms of flood risk and the ever-increasing storms require a degree of flexibility in the programme. Schemes will be identified as areas at highest risk of flooding become more apparent and will be funded by the unallocated balance of £1.8million, and local resources released from planned schemes that are unable to come forward for delivery. In addition, other sources of funding will be identified and bid for as applicable as and when new funding programmes are publicised.
74. Like the other areas within the Capital Programme, the development and delivery of schemes within the Flood Risk and Coastal Defence Programme is experiencing inflationary pressures. Accessing national Flood Defence Grant in Aid, and Local Levy from the Regional Flood and Coastal Committees, continues to be a challenge with the potential level of support from these sources diminishing where national funding criteria and local priorities and choices do not always align.

PART C - SUMMARY

Summary

75. Based on the position outlined in Part B above, Table 8 summarises the proposed new capital investment submitted for consideration for the next three years. Table 9 sets out how they are to be funded in aggregate.

Table 8: Summary of capital programmes

	2023/24	2024/25	2025/26	Total
	£000	£000	£000	£000
Structural Maintenance	48,416	48,816	45,316	142,548
Integrated Transport	16,614	53,252	33,500	103,366
Flood and Coastal Defence	106	106	106	318
Total programme	65,136	102,174	78,922	246,232

Table 9: Summary of capital funding

	2023/24	2024/25	2025/26	Total

	£000	£000	£000	£000
Local Resources	15,029	15,843	11,929	42,801
DfT - LTP Grant – Maintenance	14,886	14,886	14,886	44,658
DfT - Pothole Funding	14,886	14,886	14,886	44,658
DfT - Highways Maintenance Incentive Funding	3,721	3,721	3,721	11,163
DfT - LTP Grant – Transport	4,139	9,200	1,700	15,039
DfT - Major Road Network	1,706	0	0	1,706
DfT - Transforming Cities Fund Tranche 2	2,846	0	0	2,846
DfT - Active Travel Fund	65	19,550	9,000	28,615
DfT - Levelling Up Fund	0	3,300	7,000	10,300
DfT - Bus Service Improvement Plan	0	0	10,890	10,890
DfT- Access for All fund	260	0	0	260
Developer Contributions	6,821	19,948	4,910	31,679
Other Local Authority	137	0	0	137
Winchester City Council – CIL	380	0	0	380
South Western Railways CCIF	260	300	0	560
Highways England	0	540	0	540
Total programme	65,136	102,174	78,922	246,232

The balance of funding compared to Table 2 is retained as a programme contingency to enable the County Council to enter into funding agreements requiring spend within tight deadlines and leaving the risk of cost overruns

with the County Council and to provide some capacity to provide match funding where this is required.

Revenue implications

76. On the basis of the position outlined in Part B above, Table 10 summarises the Revenue Implications of the proposed capital investment.

Table 10: Revenue implications

	2023/24	2024/25	2025/26	Total
	£000	£000	£000	£000
Running Costs	232	746	470	1,448
Capital Charges	3,256	5,106	3,942	12,304
Revenue Implications	3,488	5,852	4,412	13,752

77. The on-going service and maintenance implications of the proposed capital programme are funded from within the revenue budget.

78. In line with proper accounting practice, the asset value resulting from capital expenditure is depreciated over the expected life of the asset with a corresponding charge to the income and expenditure account. However, this accounting adjustment does not directly impact the cash limited budget of services.

Consultation and Equalities

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

80. 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

81. 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.

82. 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

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.)

Document

Location

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 undertake their own specific consideration of equalities issues. The decisions in this report are financial, and mainly relate to in-house management of accounts, and therefore have a neutral impact on groups with protected characteristics.

Ref	Project	Construct- ion Works	Fees	Furniture Equipment Vehicles	Total Cost (excluding sites)	Revenue Effect in Full Year		Site Position	Contract Start		Remarks
						Running Costs	Capital Charges		Date	Duration	
						£'000	£'000		£'000	£'000	
2023/24 Schemes											
Schemes Supported from Local Resources											
1	Structural Maintenance of Non Principal Roads #	13,431	1,492	-	14,923	-	746	N/A	1	12	Structural maintenance to improve road conditions.
2	Flood and Coastal Defence Management	88	18	-	106	-	2	N/A	-	-	Provision for works and strategies for coastal sites and flood defence including match funding for joint funded schemes with external bodies
Total Programme Supported by Local Resources		13,519	1,510	-	15,029	-	748				
Schemes Supported by the Government and Other External Bodies											
3	Fair Oak Village Placemaking*	1,492	498	-	1,990	-	100	N/A	4	9	Pedestrian and cycle improvements
4	Redbridge Causeway Package 4: Ped/Cycle improvements *	1,279	427	-	1,706	-	85	N/A	4	8	Pedestrian and cycle improvements
5	Whitehill & Bordon GGGL – Hogmoor Road Traffic Measures*	750	250	-	1,000	-	50	N/A	4	12	Traffic and Cycle Improvements
6	SCR - Bishopstoke Road, Eastleigh+	3,975	1,325	-	5,300	-	265	N/A	2	7	Bus priority measures
	Chapel Hill, Basingstoke Active Travel*	262	88	-	350	-	18	N/A	4	9	Pedestrian and cycle improvements
	North Baddesley: Firgrove Rd to Castle Lane Cycle Track+	387	130	-	517	-	26	N/A	4	5	Provision of missing cycle link
	Totton Station Access for All *	225	75	-	300	-	15	N/A	4	6	Accessibility improvement to station
	Manydown to Basingstoke TC Cycle route (initial works)*	352	118	-	470	-	24	N/A	4	3	Cycle Improvements
11	Four Marks Five Lane junction drainage enhancements*	187	63	-	250	-	13	N/A	4	4	Drainage Improvements
12	Romsey Road, Clifton Terrace Winchester Phase 2*	285	95	-	380	-	19	N/A	4	6	Junction improvements
13	Worthy Road Corridor active travel improvements, Winchester*	375	125	-	500	-	25	N/A	4	12	Active travel improvements
14	Schemes Costing Less than £250,000+	1,538	513	-	2,051	-	103	N/A	1	12	Local Improvements sub-programme
15	Safety Schemes and Traffic Management #	1,125	375	-	1,500	-	75	N/A	1	12	Casualty Reduction Programme & Traffic Management
16	Minor Improvements+	225	75	-	300	-	15	N/A	1	12	Improvement schemes costing less than £100,000 each.
17	Structural Maintenance of Roads and Bridges #	30,144	3,349	-	33,493	-	1,675	N/A	1	12	Structural maintenance to improve road conditions and structural maintenance and strengthening of bridges.
Total Programme Supported by the Government and other bodies		42,601	7,506	-	50,107	232	2,508				# Projects controlled on an accrued expenditure basis + Projects partly funded from external contributions * Projects externally funded
Total Programme					65,136	232	3,256				

Ref	Project	Construct- ion Works	Fees	Furniture Equipment Vehicles	Total Cost (excluding sites)	Revenue Effect in Full Year		Site Position	Contract Start		Remarks
						Running Costs	Capital Charges		Date	Duration	
						£'000	£'000		Qtr	Months	
	2024/25 Schemes										
	Schemes Supported from Local Resources										
18	Structural Maintenance of Non Principal Roads #	13,791	1,532	-	15,323	-	766	N/A	1	12	Structural maintenance to improve road conditions.
19	Flood and Coastal Defence Management	88	18	-	106	-	2	N/A	-	-	Provision for works and strategies for coastal sites and flood defence including match funding for joint funded schemes with external bodies
	Total Programme Supported by Local Resources	13,879	1,550	-	15,429	-	768				
	Schemes Supported by the Government and Other External Bodies										
20	Andover Railway Station Placemaking*	750	250	-	1,000	-	50	N/A	4	7	Pedestrian & cycle improvements, public realm enhancements
21	Manydown to Basingstoke TC Cycle Route*	7,845	2,615	-	10,460	-	523	N/A	4	18	Cycling improvements
22	Petersfield Rd/Park Rd Nth, Havant Active Travel*	2,475	825	-	3,300	-	165	N/A	4	12	Pedestrian and cycle improvements
23	NCN22 Petersfield Rd Havant, Active Travel Phase 2*	2,250	750	-	3,000	-	150	N/A	4	12	Pedestrian and cycle improvements
24	A30 SW Corridor Basingstoke Cycle Route & Bus Priority*	6,150	2,050	-	8,200	-	410	N/A	4	18	Cycling and bus improvements
25	Stockbridge Road Corridor, Winchester: Active Travel *	1,875	625	-	2,500	-	125	N/A	4	12	Active travel improvements
26	Worthy Road Corridor, Winchester Active Travel *	1,500	500	-	2,000	-	100	N/A	4	12	Active travel improvements
27	Twyford Road, Eastleigh Active Travel+	3,825	1,275	-	5,100	-	255	N/A	4	12	Accessibility Improvements
28	Andover Town Centre Placemaking*	1,911	637	-	2,548	-	126	N/A	4	16	Multimodal placemaking improvements
29	Hamble Lane Multimodal+	3,750	1,250	-	5,000	-	250	N/A	4	12	Multimodal improvements
30	Fleet Town Access Plan (priority scheme)+	2,850	950	-	3,800	-	190	N/A	4	12	Active travel improvements
31	West End High Street Placemaking*	187	63	-	250	-	13	N/A	4	6	Placemaking and active travel improvements
32	Basing View to Basingstoke Placemaking*	337	113	-	450	-	23	N/A	4	6	Pedestrian improvements
33	Minley Road Multimodal*	397	133	-	530	-	27	N/A	4	6	Pedestrian and cycle improvements
34	Warsash to A27 Bridge Road Congestion Reduction*	600	200	-	800	-	40	N/A	4	12	Junction improvements
35	Improved Access to Swanwick Station*	450	150	-	600	-	30	N/A	4	12	Pedestrian and cycle improvements
36	Botley Village Placemaking	310	104	-	414	-	21	N/A	4	12	Footway widening, crossing and cycle improvements

Former Economy, Transport and Environment

Capital Programme - 2024/25

Ref	Project	Construct- ion Works	Fees	Furniture Equipment Vehicles	Total Cost (excluding sites)	Revenue Effect in Full Year		Site Position	Contract Start		Remarks
						Running Costs	Capital Charges		Date	Duration	
						£'000	£'000		£'000	£'000	
2024/25 Schemes (continued)											
37	Schemes Costing Less than £250,000+	1,125	375	-	1,500	-	75	N/A	1	12	Local Improvements sub-programme
38	Safety Schemes and Traffic Management #	1,125	375	-	1,500	-	75	N/A	1	12	Casualty Reduction Programme & Traffic Management
39	Minor Improvements +	225	75	-	300	-	15	N/A	1	12	Improvement schemes costing less than £100,000 each.
40	Structural Maintenance of Roads and Bridges #	30,144	3,349	-	33,493	-	1,675	N/A	1	12	Structural maintenance to improve road conditions and structural maintenance and strengthening of bridges.
Total Programme Supported by the Government and other bodies		70,081	16,664	-	86,745	746	4,338				
Total Programme					102,174	746	5,106				
											# Projects controlled on an accrued expenditure basis + Projects partly funded from external contributions * Projects externally funded

Ref	Project	Construct- ion Works	Fees	Furniture Equipment Vehicles	Total Cost (excluding sites)	Revenue Effect in Full Year		Site Position	Contract Start		Remarks
						Running Costs	Capital Charges		Date	Duration	
						£'000	£'000		£'000	£'000	
2025/26 Schemes											
Schemes Supported from Local Resources											
41	Structural Maintenance of Non Principal Roads #	10,641	1,182	-	11,823	-	590	N/A	1	12	Structural maintenance to improve road conditions.
42	Flood and Coastal Defence Management	88	18	-	106	-	2	N/A	-	-	Provision for works and strategies for coastal sites and flood defence including match funding for joint funded schemes with external bodies
Total Programme Supported by Local Resources		10,729	1,200	-	11,929	-	592				
Schemes Supported by the Government and Other External Bodies											
43	Basingstoke Bus Priority Measures*	5,850	1,950	-	7,800	-	390	N/A	4	18	Bus priority measures
44	Farnborough Gold 1 corridor Bus Priority Measures *	1,500	500	-	2,000	-	100	N/A	3	18	Bus priority on approaches to Gold 1 corridor
45	Tap-on Tap-off card readers on bus (countywide)*	900	300	-	1,200	-	60	N/A	3	6	Bus service improvements
46	Upgrade and further roll out of Real Time Information screens at bus at bus stops (countywide)*	900	300	-	1,200	-	60	N/A	4	6	Bus stop improvements
47	Whitehill Bordon - Sleaford Lights Junction - A325/B3004*	750	250	-	1,000	-	50	N/A	4	12	Junction improvements
48	A27 Fareham to Portchester Active Travel *	7,500	2,500	-	10,000	-	500	N/A	4	24	Pedestrian and cycle improvements
49	Gosport Town Centre to Ferry Cycle Route*	5,250	1,750	-	7,000	-	350	N/A	4	12	Cycle improvements
50	Schemes Costing Less than £250,000+	1,125	375	-	1,500	-	75	N/A	1	12	Local Improvements sub-programme
51	Safety Schemes and Traffic Management #	1,125	375	-	1,500	-	75	N/A	1	12	Casualty Reduction Programme & Traffic Management
52	Minor Improvements +	225	75	-	300	-	15	N/A	1	12	Improvement schemes costing less than £100,000 each.
53	Structural Maintenance of Roads and Bridges #	30,144	3,349	-	33,493	-	1,675	N/A	1	12	Structural maintenance to improve road conditions and structural maintenance and strengthening of bridges.
Total Programme Supported by the Government and other bodies		55,269	11,724	-	66,993	470	3,350				
Total Programme					78,922	470	3,942				

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Projects controlled on an accrued expenditure basis
 + Projects partly funded from external contributions
 * Projects externally funded

Capital Programme Spend Profile and Proposed Programme 2023/24 to 2025/26

Appendix 2

	Budget				Expenditure Profile									
	23/24 £000	24/25 £000	25/26 £000	Total £000	Historic £000	22/23 £000	Pre 23/24 £000	23/24 £000	24/25 £000	25/26 £000	26/27 £000	27/28 & 28/29 £000	TOTAL £000	
Capital Maintenance Programme														
Structural Maintenance - new Resources														
LTP	14,886	14,886	14,886	44,658				14,886	14,886	14,886			44,658	
Structural Maintenance - new Resources	14,886	14,886	14,886	44,658				14,886	14,886	14,886			44,658	
DIT Pot Hole Fund														
Structural Maintenance - new Resources	3,721	3,721	3,721	11,163				3,721	3,721	3,721			11,163	
DIT Highways Main, Incentive Fund														
Structural Maintenance - new Resources	10,000	10,000	10,000	30,000				10,000	10,000	10,000			30,000	
Revenue Reserve	2,500	2,500		5,000				2,500	2,500				5,000	
Structural Maintenance - new Resources	600	1,000		1,600				600	1,000				1,600	
Bridge Replacement Funding														
ITS Replacement Funding	1,823	1,823	1,823	5,469				1,823	1,823	1,823			5,469	
LR Guideline														
Structural Maintenance - new Resources	48,416	48,816	45,316	142,548				48,416	48,816	45,316			142,548	
Capital Maintenance Programme	48,416	48,816	45,316	142,548				48,416	48,816	45,316			142,548	
Spend Against Pre 2022/23 Programme Approvals (All)														
					128,566	433,175	99,186	102,790	28,637	3,519	1,200	668,507		
2022/23 TO 2024/25 PROGRAMME														
Major Highway Improvements (>£1.0m)														
Fair Oak Village Placemaking	1,990			1,990				140	140	184	1,146	520	1,990	
Redbridge Causeway Phase 4: Active Travel	1,706			1,706	8	58	66	1,640					1,706	
Whitehill & Bordon GGGL – Hogmoor Road Traffic Measures	1,000			1,000			70	70	92	576	262		1,000	
SCR - Bishopstoke Road, Eastleigh	5,300			5,300	698	834	1,532	3,768					5,300	
Andover Railway Station Placemaking		1,000		1,000				71	93	576	260		1,000	
Manydown to Basingstoke TC Cycle Route		10,460		10,460				741	972	6,026	2,721		10,460	
Petersfield RufPark Rd Nth, Havant Active Travel		3,300		3,300				234	307	1,901	858		3,300	
NCN22 Petersfield Rd Havant, Active Travel Phase 2		3,000		3,000				212	279	1,728	781		3,000	
A30 SW Corridor Basingstoke Cycle Route & Bus Priority		8,200		8,200				581	762	4,724	2,133		8,200	
Stockbridge Road Corridor, Winchester: Active Travel		2,500		2,500				177	232	1,440	651		2,500	
Worthy Road Corridor active travel improvements, Winchester		2,000		2,000				141	185	1,152	522		2,000	
Twyford Road, Eastleigh Active Travel		5,100		5,100				361	473	2,938	1,328		5,100	
Andover Town Centre Placemaking		2,548		2,548				180	237	1,468	663		2,548	
Hamble Lane Multimodal		5,000		5,000				354	464	2,880	1,302		5,000	
Fleet Town Access Plan (priority scheme)		3,800		3,800				269	353	2,189	989		3,800	
Basingstoke Bus Priority Measures			7,800	7,800				552	725	4,494	2,029		7,800	
Farnborough Gold 1 corridor Bus Priority Measures			2,000	2,000				142	186	1,152	520		2,000	
Tap-on Tap-off card readers on bus (countywide)			1,200	1,200				85	112	691	312		1,200	
Upgrade and further roll out of Real Time Information screens at bus stops (countywide)			1,200	1,200				85	112	691	312		1,200	
Whitehill Bordon - Sleaford Lights Junction - A325/B3004			1,000	1,000				71	93	576	260		1,000	
A27 Fareham to Portchester Active Travel			10,000	10,000				708	929	5,760	2,603		10,000	
Gosport Town Centre to Ferry Cycle Route			7,000	7,000				496	650	4,033	1,821		7,000	
	9,996	46,908	30,200	87,104	706	1,102	1,808	9,005	8,218	30,611	29,605	7,857	87,104	
Schemes costing >£250k														
Chapel Hill, Basingstoke Active Travel	350			350				25	25	33	202	90	350	
North Baddesley: Firgrove Rd to Castle Lane Cycle Track	517			517				37	37	48	298	134	517	
Totton Station Access for All	300			300				21	21	28	173	78	300	
Manydown to Basingstoke TC Cycle route (initial works)	470			470				33	33	44	271	122	470	
Four Marks Five Lane junction drainage enhancements	250			250				17	17	23	144	66	250	
Romsey Road, Clifton Terrace Winchester Phase 2	380			380	55			26	81	36	219	44	380	
Worthy Road Corridor active travel improvements, Winchester	500			500				35	35	46	288	131	500	
West End High Street Placemaking		250		250				17	17	24	144	65	250	
Basing View to Basingstoke Placemaking		450		450				32	42	259	117		450	
Minley Road Multimodal		530		530				38	49	305	138		530	
Warsash to A27 Bridge Road Congestion Reduction		800		800				57	74	461	208		800	
Improved Access to Swanwick Station		600		600				42	56	346	156		600	
Botley Village Placemaking		414		414				29	38	237	108		414	
	2,767	3,044		5,811	57	211	268	480	1,998	2,338	727		5,811	
Schemes Costing <£250k														
Andover: Weyhill Active Travel	200			200				14	14	19	115	52	200	
Tadley Active Travel	201			201				14	14	19	116	52	201	
Boorley Green Placemaking	150			150						150			150	
Schemes costing < £250k 23/24 unallocated	1,500			1,500			106	106	140	864	390		1,500	
Schemes costing < £250k 24/25 Unallocated		1,500		1,500				106	140	864	390		1,500	
Schemes costing < £250k 25/26 Unallocated			1,500	1,500					106	140	864	390	1,500	
Schemes Costing <£250k	2,051	1,500	1,500	5,051			134	134	434	1,341	1,498	1,254	390	5,051
Safety Schemes/Traffic Management														
Casualty Reduction Programme & Traffic Management	1,500	1,500	1,500	4,500				1,500	1,500	1,500			4,500	
Minor Improvements														
Minor Works Programme	300	300	300	900				300	300	300			900	
	300	300	300	900				300	300	300			900	
TOTAL INTEGRATED TRANSPORT PROGRAMME	16,614	53,252	33,500	103,366	763	1,447	2,210	11,719	13,357	36,247	31,586	8,247	103,366	
Community Vehicle Replacement Fund														
Flood Risk And Coastal Defence	106	106	106	318				106	106	106			318	
TOTAL CAPITAL PROGRAMME 2022/23-2024/25	65,136	102,174	78,922	246,232	763	130,013	435,385	159,427	165,069	110,306	35,105	9,447	914,739	

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Revised ETE Capital Programme 2022/23

Programme/Project	Estimated Starts Value £'000s
A30/A327/Cricket Hill Lane roundabout improvements	160
A323 Highstreet Ash Road Aldershot footway/cycleway	1,000
A326 – Fawley Waterside LLM	1,254
Andover: B3400 Andover Down Pedestrian Improvements	650
Andover: Cycle Route 32	240
Andover: Knights Enham School Access	246
Barton Stacey: Local transport network improvements	25
Countywide: ATF3 – Provision of dropped kerbs	253
Farnham Capital Improvements	896
Flood and Coastal Defence Management	318
Hampshire Waste Recycling Infrastructure - Chickenhall Lane MRF	30,000
Hartley Wintney Walking and Cycling Improvements	100
Integrated Transport schemes (<£250k)	1,500
Junction Imps West Hill Road / Downs Road, South Wonston	45
LED Street Lighting Replacement Scheme c/fwd from 20/21	3,556
M27 J9 Southern Footway Connection Phase 1	465
Market Town Fund - TBA c/fwd from 20/21	907
Minor Works	300
North Lane Junction Improvement, Aldershot	150
Oakley Accessibility Improvements	180
PCR - Enhanced MM Corridor - Delme to Downend Bus and Cycle Scheme (HCC-24)	9,932
Ropley: Walking and Cycling Improvements	76
Safety Schemes	2,210
SCR - Airport Parkway Travel Hub	447
SCR - Marchwood Bypass	1,982
SCR - Providence Hill cycle route	1,900
SCR - Super Stops/Enhanced Stops - corridor 1	243
SCR - Super Stops/Enhanced Stops - corridor 4	242
Structural Maintenance of Non Principal Roads	26,489
Structural Maintenance of Roads & Bridges	41,982
Traffic Management	450
Traffic Management c/fwd from 2021/22	399
Whitehill & Bordon: Arrival Square	1,680
Winchester CIL Programme (introduced ETET Nov 2018) c/fwd from 20/21	303
Total Resources	130,580

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HAMPSHIRE COUNTY COUNCIL

Decision Report

Decision Maker:	Executive Lead Member for Universal Services
Date:	23 January 2023
Title:	2023/24 to 2025/26 Capital Programme Report for the Former Culture, Communities and Business Services
Report From:	Director of Universal Services

Contact name: Patrick Blogg

Tel: 03707 796865

Email: Patrick.Blogg@hants.gov.uk

Purpose of the Report

1. This report seeks approval for submission to the Leader and Cabinet of the proposed capital programme for the former Culture, Communities and Business Services (CCBS) department for 2023/24 to 2025/26 and the revised capital programme for 2022/23.

Recommendation(s)

To approve for submission to the Leader and the Cabinet:

2. The capital programme for 2023/24 to 2025/26 as set out in Appendix 1.
3. The revised capital programme for 2022/23 as set out in Appendix 2.
4. The carry forward of resources of £39.233m from 2022/23 to 2023/24, 2024/25 and 2025/26 respectively as set out in paragraph 29.
5. The following four increases in the value of SCA SCOLA recladding schemes, to be approved by the Executive Lead Member: Hart Plain Junior £0.699m (scheme total now £1.573m); Crookhorn College £0.629m (scheme total now £2.027m); Henry Beaufort £0.641m (scheme total now £2.097m) and Cranborne School £0.710m (scheme total now £2.516m).

To approve for submission to Cabinet and County Council:

6. The increase in the value of the two following School Condition Allocation (SCA) schemes: Hiltingbury Junior SCOLA recladding scheme to be increased by £2.265m (scheme total now £3.811m) and Springwood Junior patent glazing upgrade scheme to be increased by £1.165m (scheme total now £1.785m).

7. The increase to the value of, and the expenditure approvals for, the Uplands Development Infrastructure (UDI) project by £3.837m (scheme total now £32.326m), to be funded by future capital receipts and other local resources.

Executive Summary

8. This report seeks approval for submission to the Leader and Cabinet of the proposed capital programme for the former CCBS department for 2023/24 to 2025/26.
9. The report has been prepared in consultation with the Executive Member and will be reviewed by the Transport and Environment Select Committee. It will be reported to the Leader and Cabinet on 7 February 2023 to make final recommendations to County Council on 23 February 2023.
10. In accordance with the provisional capital guidelines approved by Cabinet in December 2022, the report considers the schemes which it is proposed to include in the capital programmes for 2023/24, 2024/25 and 2025/26. The report also presents the revised programme for 2022/23.
11. The proposals contained within this report are derived from the departmental service plans which have been developed to support the 'Serving Hampshire - Strategic Plan 2021 – 2025'.

Contextual information

12. Executive Members have been asked to prepare proposals for:
 - a locally resourced capital programme for the three-year period from 2023/24 to 2025/26 within the guidelines used for the current capital programme including the third year, 2025/26, at a similar level to 2023/24
 - a programme of capital schemes in 2023/24 to 2025/26 supported by Government grants as announced by the Government.
13. The capital guidelines are determined by the Medium Term Financial Strategy which is closely linked to the 'Serving Hampshire - Strategic Plan 2021 – 2025' and departmental Service plans to ensure that priorities are affordable and provide value for money and that resources follow priorities.
14. The schemes included in the three-year capital programme reported to the Executive Member for Universal Services, will be delivered by the Universal Services Directorate. However, from time to time, the three-year programme may also need to include one-off proposals from Corporate Operations.

Locally resourced capital programme

15. The cash limit guidelines for the locally resourced capital programme for the Universal Services portfolio service set by Cabinet are as follows:

£'000

2023/24	4,559
2024/25	4,559
2025/26	4,559

16. Executive Members may vary the guidelines between years provided their total three-year guideline is not exceeded and bunching of payments in any one year or front-loading is avoided.
17. Executive Members may propose supplementing their capital guidelines under the 'prudential framework' agreed by Cabinet at its meeting on 24 November 2003, as amended by Cabinet in February 2006. From 2009/10, Hampshire Transport Management (HTM) has used prudential borrowing to fund the purchase of vehicles instead of leasing them to generate savings. The allocation for this scheme is included within the guidelines above.

Revised 2022/23 capital programme

18. The resources for the revised 2022/23 capital programme for the former CCBS are shown below and total £68.7m. The changes since the capital programme was approved in February 2022 are summarised below with further details shown in Appendix 2:

	2022/23 £'000
Approved programme	59,728
Allocations carried forward from previous years	37,596
Draw down of approved corporate funding	1,600
Draw down of approved cost of change funding	693
Adjustment to Government grant	(306)
Approved capital receipts added to programme	245
Future capital receipts	4,612
Developers' contributions	268
Other external funding	180
Carry forward to 2023/24	(26,493)

Carry forward to 2024/25	(5,224)
Carry forward to 2025/26	(7,516)
Funding transferred from Adults' Health & Care	1,706
Funding transferred from Children's Services	1,239
Net transfers between capital and revenue and other technical adjustments to meet accounting requirements	373
	68,701

19. Allocations carried forward from previous years to the 2022-23 capital programme, totalling £37.596m, were approved by Cabinet on 19 July 2022. This is on top of the £30.744m carry forward of schemes approved by the Executive Member for Commercial Strategy, Estates and Property on 21 January 2022.
20. Significant additions to the 2022-23 programme are highlighted in the following paragraphs.
21. The transfer of £1.154m Capital Maintenance Grant funding from the Children's Services capital programme to the CCBS capital programme was approved by Cabinet on 19 July 2022. This government grant funding for improvements to school buildings has been added to the funding for the School Condition Allocation (SCA) programme.
22. The capital programme has been adjusted to reflect the £0.306m difference between an expected 2022-23 SCA grant of £23.391m and the actual grant of £23.085m.
23. There have been increases to the allocations to named schemes, within the SCA grant envelope. Additional funding has been approved by the Executive Member for Commercial Strategy, Estates and Property for the recladding projects at Wavell School and Nightingale School, the window replacement on the listed block at Warblington School and the roof replacement at Stoke Park Junior School. Increasing the total value of these schemes within the 2022-23 programme to £3.4m, £3.0m, £3.5m and £1.9m respectively.
24. The addition of £1.4m Covid recovery funding to the programme, for a scheme to create new meeting rooms within the EII Court complex, was also approved by Cabinet on 19 July 2022.
25. Adults Health and Care (AHC) DMT approved an allocation of £2.4m for 2022-23 Health & Safety priorities from the Covid-19 related Infection Control Fund government grant. £1.706m of this has been identified as funding capital

schemes, and has therefore been added to the capital programme, leaving £0.694m allocated to revenue works.

26. Cost of change funding of £0.510m has been added to the programme to support additional funding needs for the Country Park Transformation Programme, which will address either unknown pre-existing condition issue or post completion performance.
27. It is proposed that £0.775m future capital receipts funding be added to the programme for phase one works related to Titchfield Haven Nature Reserve, which will allow for works to be tendered to facilitate the sale of Haven House in addition to more urgent works on the facilities in the reserve.
28. Approval is also sought to add £3.837m to the programme for the Uplands Development Infrastructure (UDI) project to cover inflationary cost pressures (£0.758m), other costs arising from a change in design standards and a significant extension to the construction programme. This project has/will provide servicing arrangements (highways and utilities) to support the delivery of Deer Park School and housing on the County Council owned Woodhouse Meadows site at Hedge End and is anticipated to yield significant capital receipts for the County Council when the serviced land is sold. The project currently has an approved project budget of £28.489m, which is funded by Infrastructure funding (HIF) from Homes England, developers' contributions and future capital receipts. It is proposed that the increased cost will be funded from the Capital Inflation Risk Reserve established by Cabinet in December 2022.

Resources and projects proposed to be carried forward to 2023/24, 2024/25 and 2025/26

29. The following table outlines the projects and resources approved within the 2022/23 capital programme that, for reasons set out below, it is proposed to defer and carry forward to 2023/24, 2024/25 and 2025/26 respectively:

Project	Cost of Projects & Resources carried forward			
	2023/24	2024/25	2025/26	Total
	£'000	£'000	£'000	£'000
Hampshire Transport Management Petersfield Vehicle Workshop Refurbishment	600			600
Corporate Estate Capital Projects	402			402
Fareham Parkway Improvements	2,500			2,500
Office Accommodation Capital Projects	226			226
Facilities Management	286			286
Energy Performance Programme	1,450			1,450
Adults' Health & Care Essential	1,518			1,518

Health & Safety works (funding transferred from Adults' Health & Care)				
Hampshire Outdoor Centres (carry forward of capital receipt to fund HOC transformation programme)	190			190
Country Parks Transformation Programme	428			428
Basingstoke Canal Swan Cutting Restoration	775			775
School Condition Allocation (building improvements)	17,918	5,224	7,516	30,658
Hiltingbury Junior School SCOLA Reclad Project (CCBS Climate Change funding)	200			200
Total	26,493	5,224	7,516	39,233

30. A number of planned capital investments in the corporate estate, to be funded from the allocations for facilities management, repairs and maintenance and office accommodation, were put on hold in 2022/23 to enable time for the further development of the corporate office strategy and asset rationalisation programmes. £2.5m allocated to Fareham Parkway improvements will be carried forward to 2023/24, plus uncommitted funding totalling £0.9m that will be used to address capital priorities within the retained estate to improve the safety, condition, utilisation and efficient management of retained buildings.
31. Six of the eight AHC Health & Safety schemes funded by the Infection Control Fund grant will start in 2023/24, which requires a carry forward of £1.5m.
32. Previous Energy Performance programmes (EEP1 – EPP6) have been consolidated to support the County Council's winter climate change programme. This £1.45m funding will be carried forward and will allow for further investment in the County Councils' electric vehicle infrastructure to support the continuous transition of fleet vehicles to electric and decarbonisation pilot projects to reduce carbon emissions.
33. The majority (£0.428m) of the £0.510m Cost of Change funding added to the programme for Country Park Transformation will be carried forward to 2023/24 to address the condition issues at Lepe Country Park and Queen Elizabeth Country Park.
34. The SCA grant is used to improve the condition of the school's estate on a priority basis. In line with normal timescales for design development and procurement, programmes are planned for delivery on site in future years and £30.658m of the funding from the 2022/23 programme is to be carried forward.
35. £18m SCA funding will be carried forward into 2023-24 and includes four named schemes with a combined value of £7.869m for SCOLA recladding at

Hart Plain and Hiltngbury Junior Schools, a roof upgrade at Red Barn Primary and the upgrade of patent glazing at Springwood Junior School. A further £4.3m has been allocated to projects below the named schemes threshold and, to make provision for the impacts of the current market conditions on tendered costs, £5.9m is currently being held as contingency.

36. The remaining named projects from the 2022-23 SCA programme totalling £12.7m will be carried forward into future years and include five SCOLA recladding projects (Crookhorn, Henry Beaufort, Cranbourne, Baycroft and Henry Court) that were placed on hold pending the outcomes of their nominations for the DfE's Schools Rebuilding Programme. Timing of schemes will be reviewed following the recent DfE announcement of schemes to be included in the programme,
37. Additional funding totalling £5.4m is now proposed for six of the carried forward named schemes, which reflects revised scopes on some projects and the anticipated impact of increased tender costs across all with their total combined value now £11m.
38. Details of named schemes in the 2023/24 to 2025/26 programme are provided in Appendix 1.

Proposed capital programme 2023/24 to 2025/26 – locally resourced schemes

39. The programme proposed for 2023/24 to 2025/26 is detailed in Appendix 1.
40. The need for additional capital investment to carry out essential asset condition works was identified in the Medium-Term Financial Strategy and approved by Cabinet on 19 July 2022. £3.65m of this capital priorities funding has been added to the 2023/24 programme, and £3.3m to the 2024/25 programme, for investment in Countryside bridges and rights of way to meet legal obligations; Countryside improvement of livestock management and historic building repairs; Basingstoke Canal management; County Farms estate buildings and the corporate estate programme of building fabric and mechanical and electrical building services lifecycle replacement.
41. £3.4 million per annum for vehicle purchases by Hampshire Transport Management (HTM) has been allocated to the programme to enable HTM to respond to growing business for electric vehicles. The cost of these purchases is recovered through business unit charges to customers.
42. An annual allocation of £0.328m has been added to the programme for CCBS minor capital works. CCBS DMT allocated the 2023/24 funding to targeted income and service improvements for Countryside.
43. The 2023/24 programme includes £2.1m allocated to the Hampshire Outdoors Centre Transformation Programme, which will support works to strengthen operations across three outdoor centres as part of the drive to be a self-financing service. Funding has been drawn from a carried forward capital receipt, Cost of Change funding and funding from the Portal Trust.
44. Additional Cost of Change funding of £1m has been allocated to Calshot Futures interim works, to address non-lifecycle maintenance issues and make minor improvements.

45. The 2023/24 capital programme also includes the proposal to carry forward funding from the 2022/23 programme in respect of schemes that for a variety of reasons summarised from paragraph 29 will not start in the current financial year. As set out in the previous section of this report, the total of locally resourced funding proposed to be carried forward is £8.6m. The augmented locally resourced programme totals are shown in the table below:

	2023/24	2024/25	2025/26
	£'000	£'000	£'000
Guideline set by Cabinet	4,559	4,559	4,559
Capital Priorities funding (County Council 29/9/22)	3,650	3,300	
Departmental revenue and reserve contributions to capital	2,800		
External contribution	110		
Carry forward from 2022/23	8,575		
Proposed locally resourced programme	19,694	7,859	4,559

Proposed capital programme 2023/24 to 2025/26 supported by Government allocations

46. The Secretary of State has not yet announced details of individual local authority School Condition Allocation grant allocations for 2023/24, 2024/25 and 2025/26. A continuation of the 2022/23 allocation is assumed in the 2023/24 programme.
47. A project to re-roof Fleet Infant School has been identified for inclusion as a named scheme within the 2023-24 SCA programme at an estimated value of £0.750m. Other programmes of work, below the threshold for named schemes, are being developed to address the identified condition priorities across the schools' estate. These projects address mechanical, electrical and building fabric related condition priorities, incorporating measures that reduce energy consumption and achieve carbon emission reductions wherever possible. In line with the approach taken in 2022/23, a contingency sum will also be identified within the grant funding envelope to enable the management of the significant inflation pressures within the construction sector.
48. The cash limit guidelines for this part of the capital programme are as follows:

Capital grant	2023/24	2024/25	2025/26
	£'000	£'000	£'000
Assumed	23,085	23,085	23,085
Carry forward from 2022/23	17,918	5,224	7,516

Proposed programme funded by Govt grant	41,003	28,309	30,601
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Emerging construction inflation and resource capacity issues

49. 2022 has been a challenging year for the construction industry with material and labour shortages and cost increases impacting on programmes of work being delivered as part of the County Council’s capital programme. However, construction output has continued to grow with the industry seeing four consecutive months of growth.
50. Tender price inflation is influenced by the level of risk accepted by the supply chain and how that is priced. Recently, the Construction Leadership Council has suggested introducing fluctuations into JCT and NEC forms of contract to collaboratively share the risk of inflation. In some instances, we have seen contractors request some form of allowance for fluctuations within the tender and contract documents.
51. The BCIS are now indicating that 2022 saw a 7.6% in year increase in tender prices from the fourth quarter of 2021, which again is evident in some recent tender returns. BCIS is also forecasting a further 5.4% increase in the first quarter of 2023, with inflation then starting to fall. The Maintenance cost indices have shown a slightly higher increase with the average on year cost during 2022 being between 8-9%.
52. The general fiscal position for the UK economy remains uncertain, with inflationary pressures due to the rising cost of commodities continuing to affect the cost of materials. It is anticipated that this will not be fully understood until the mid-point of 2023. However, material price growth is starting to ease from the high levels of mid-2022.
53. Continued use of local and regional construction frameworks and the early engagement of contractors will be vital in securing cost certainty and value for money for the successful delivery of projects within the CCBS capital programme. Key to the success of the early engagement will be pipeline management and visibility to the market of programmes of work.

Capital programme summary

54. On the basis of the position outlined above, the total value of the capital programmes submitted for consideration for the three years to 2025/26 are:

	Schemes within locally resourced guidelines	Schemes supported by Government allocations	Total
	£'000	£'000	£'000
2023/24	19,694	41,003	60,697

2024/25	7,859	28,309	36,168
2025/26	4,559	30,601	35,160

Revenue implications

55. The on-going service and maintenance implications of the proposed capital programme are funded from within the revenue budget. Some schemes are of an invest to save nature and thus have a positive impact on the revenue budget.
56. In line with proper accounting practice, the asset value resulting from capital expenditure is depreciated over the expected life of the asset with a corresponding charge to the income and expenditure account. However, this accounting adjustment does not directly impact the cash limited budget of services. The estimated depreciation arising from the proposed capital programme is as follows:

	Full year cost
	£'000
2023/24	1,471
2024/25	997
2025/26	962
Total	3,430

Conclusions

57. The proposed capital programme for the former CCBS as summarised in paragraph 55 is in line with the guidelines set by Cabinet. In addition, it plans to use the allocated Government grants in full.
58. The main priority of the programme continues to be the maintenance and improvement of the County Council's built and rural estate, and the purchase of vehicles to support service delivery across the County Council. The programme supports the delivery of services countywide and contributes to the strategic aims:
- Hampshire maintains strong and sustainable economic growth and prosperity
 - People in Hampshire live safe, healthy and independent lives
 - People in Hampshire enjoy a rich and diverse environment
 - People in Hampshire enjoy being part of strong, inclusive communities.

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:	
<u>Title</u>	<u>Date</u>
Budget Setting and Provisional Cash Limits 2023/24 (Cabinet) Financial Update and Budget Setting and Provisional Cash Limits 2023/24 (hants.gov.uk)	13 December 2022
Medium Term Financial Strategy Update (Cabinet) MTFS.pdf (hants.gov.uk)	19 July 2022
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 protected characteristic that are connected to that characteristic;
- Take steps to meet the needs of persons sharing a relevant protected characteristic that are 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 in which participation by such persons is disproportionately low.

2. Equalities Impact Assessment:

Equalities impact assessments will be considered when individual project appraisals are developed.

2.1. Impact on Crime and Disorder:

Crime prevention issues will be considered when individual project appraisals are developed.

CLIMATE CHANGE IMPACT ASSESSMENT

1. Hampshire County Council utilises two decision-making tools to assess the carbon emissions and resilience impacts 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.
2. **Climate Change Adaptation.** The climate change adaptation tool is not applicable because this is a financial report amending or proposing budgets for a number of individual projects or programmes, which are subject to assessment individually when project appraisals are developed.
3. **Carbon Mitigation.** The carbon mitigation tool is not applicable because this is a financial report amending or proposing budgets for a number of individual projects or programmes, which are subject to assessment individually when project appraisals are developed.

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Former Culture, Communities and Business Services

Capital Programme - 2023/24

Ref	Project	Construct- ion Works	Fees	Furniture Equipment Vehicles Grants	Total Cost (excluding sites)	Revenue Effect in Full Year		Site Position	Contract Start		Remarks
						Running Costs	Capital Charges		Date	Duration	
						£'000	£'000		Qtr	Months	
2023/24 Schemes											
Schemes Supported from Local Resources											
1	Vehicles for Hampshire Transport Management	-	-	3,400	3,400	-	340	N/A	-	-	Continuing programme of replacing vehicles
2	Hampshire Transport Management Vehicle Workshop	515	85	-	600	-	12	Owned	2	6	Refurbishment of Petersfield HTM vehicle workshop
3	County Farms Building Improvements	429	71	-	500	-	10	Owned	1	12	Planned improvements to residential and farm buildings across the County Farms estate to ensure compliance with tenancy and agricultural regulations including energy efficiency measures
4	Corporate Estate	1,633	269	-	1,902	-	38	Owned	1	12	Planned improvements across the Corporate Estate to address backlog of condition based maintenance and ensure safety, compliance and business continuity for essential buildings
5	Fareham Parkway Improvements	2,146	354	-	2,500	-	50	Owned	1	12	Condition related and internal refurbishment works to improve working environment at Fareham Parkway office
6	Office Accommodation Capital Projects	194	32	-	226	-	5	Owned	1	12	Planned improvements to Office Accommodation
7	Facilities Management	245	41	-	286	-	6	Owned	1	12	Planned improvements to Facilities Management
8	Energy Performance Programme	1,245	205	-	1,450	-	29	Owned	1	12	Consolidation of existing energy funding across various workstreams into a single programme as part of the County Council's wider climate change programme. To include further investment in electric vehicle infrastructure and decarbonisation pilot projects
9	Adults' Health & Care Essential Health & Safety Works	1,303	215	-	1,518	-	30	Owned	1	12	Programme of essential health and safety improvement works across Adults' Health and Care buildings
10	Hampshire Outdoor Centres Transformation Programme	1,803	297	-	2,100	-	42	Owned	1	12	Programme includes range of improvements at Argoed Lwyd, Runways End and Tile Barn Outdoor Centres
11	Calshot Futures (Interim Works)	858	142	-	1,000	-	20	Leasehold	1	12	Interim programme of essential condition works, health and safety improvements and minor improvements to contribute to income generation opportunities
12	Country Parks Transformation Programme	367	61	-	428	-	9	Owned	1	12	Sewage treatment plant works at Lepe and Queen Elizabeth Country Parks and other essential improvement works
13	Countryside Bridges & Rights of Way	687	113	-	800	-	40	N/A	1	12	Planned works to address backlog of essential work to the condition of countryside bridges and rights of way
14	Countryside Improvements	582	96	-	678	-	14	Owned	1	12	Works to ensure compliance with health and safety regulations and meet HCC legal obligations as land owner. Planned works include improvements to livestock management, refurbishment of historic buildings at Manor Farm and capital repairs to lake wall at Staunton Country Park
15	Basingstoke Canal Swan Cutting Restoration	858	142	-	1,000	-	-	N/A	1	12	Swan cutting bank stabilisation works at North Warnborough
16	Basingstoke Canal	236	39	-	275	-	-	N/A	1	12	Continued management of canal assets including bank stabilisation, weirs and sluices and towpath
17	Programme Contingency	185	-	-	185	-	3	N/A	-	-	
	Total Programme Supported by Local Resources	13,286	2,162	3,400	18,848	-	647				

Former Culture, Communities and Business Services

Capital Programme - 2023/24

Ref	Project	Construct- ion Works	Fees	Furniture Equipment Vehicles Grants	Total Cost (excluding sites)	Revenue Effect in		Site Position	Contract Start		Remarks
						Full Year			Date	Duration	
						Running Costs	Capital Charges				
		£'000	£'000	£'000	£'000	£'000	£'000		Qtr	Months	
	2023/24 Schemes (continued)										
	Schemes Supported by the Government										
	Schools Condition Allocation (SCA)										
18	Fleet Infant School, Fleet	644	106	-	750	-	15	Owned	2	9	Roof upgrade
19	Hart Plain Junior School, Waterlooville	1,350	223	-	1,573	-	31	Owned	2	9	SCOLA recladding
20	Hiltingbury Junior School, Eastleigh *	3,271	540	-	3,811	-	76	Owned	2	12	SCOLA recladding
21	Red Barn Primary, Fareham	601	99	-	700	-	14	Owned	2	9	Roof upgrade
22	Springwood Junior School, Waterlooville	1,532	253	-	1,785	-	36	Owned	2	9	Patent glazing upgrade
23	Schools Condition Allocation (schemes costing less than £500,000)	27,969	4,615	-	32,584	-	652	Owned	-	-	Major improvements to school buildings
	Total Schemes Supported by the Government	35,367	5,836	-	41,203	-	824				
	Total Excluding Land				60,051		1,471				
	Advance and Advantageous Land Purchases				646						
	Total Programme				60,697		1,471				
											* Includes £200k CCBS Climate Change funding (to be carried forward from 2022/23)

Former Culture, Communities and Business Services

Capital Programme - 2024/25

Ref	Project	Construct- ion Works	Fees	Furniture Equipment Vehicles Grants	Total Cost (excluding sites)	Revenue Effect in Full Year		Site Position	Contract Start		Remarks
						Running Costs	Capital Charges		Date	Duration	
						£'000	£'000		Qtr	Months	
2024/25 Schemes											
Schemes Supported from Local Resources											
24	Vehicles for Hampshire Transport Management #	-	-	3,400	3,400	-	340	N/A	-	-	Continuing programme of replacing vehicles
25	County Farms Building Improvements	429	71	-	500	-	10	Owned	1	12	Planned improvements to residential and farm buildings across the County Farms estate to ensure compliance with tenancy and agricultural regulations including energy efficiency measures
26	Corporate Estate Schemes	1,288	212	-	1,500	-	30	Owned	1	12	Planned improvements across the Corporate Estate to address backlog of condition based maintenance and ensure safety, compliance and business continuity for essential buildings
27	CCBS Capital	328	-	-	328	-	7	Owned	1	12	Provision of minor works across the department including Library and Countryside services
28	Countryside Bridges & Rights of Way	687	113	-	800	-	40	N/A	1	12	Planned works to address backlog of essential work to the condition of countryside bridges and rights of way
29	Basingstoke Canal	429	71	-	500	-	-	N/A	1	12	Continued management of canal assets including bank stabilisation, weirs and sluices and towpath
30	Programme Contingency	185	-	-	185	-	3	N/A	-	-	
Total Programme Supported by Local Resources		3,346	467	3,400	7,213	-	430				
Schemes Supported by the Government											
Schools Condition Allocation (SCA)											
31	Crookhorn College, Waterlooille	1,740	287	-	2,027	-	41	Owned	-	-	SCOLA recladding
32	Henry Beaufort, Winchester	1,800	297	-	2,097	-	42	Owned	-	-	SCOLA recladding
33	Marchwood Infant School, Southampton	944	156	-	1,100	-	22	Owned	-	-	Recladding and building upgrade
34	Schools Condition Allocation (schemes costing less than £500,000)	19,815	3,270	-	23,085	-	462	Owned	-	-	Major improvements to school buildings
Total Schemes Supported by the Government		24,300	4,009	-	28,309	-	567				
Total Excluding Land					35,522		997				
Advance and Advantageous Land Purchases					646						
Total Programme					36,168		997				

Former Culture, Communities and Business Services

Capital Programme - 2025/26

Ref	Project	Construct- ion Works	Fees	Furniture Equipment Vehicles Grants	Total Cost (excluding sites)	Revenue Effect in Full Year		Site Position	Contract Start		Remarks
						Running Costs	Capital Charges		Date	Duration	
						£'000	£'000		£'000	£'000	
	2025/26 Schemes										
	Schemes Supported from Local Resources										
35	Vehicles for Hampshire Transport Management #	-	-	3,400	3,400	-	340	N/A	-	-	Continuing programme of replacing vehicles
36	CCBS Capital	328	-	-	328	-	7	Owned	1	12	Provision of minor works across the department including Library and Countryside services
37	Programme Contingency	185	-	-	185	-	3	N/A	-	-	
	Total Programme Supported by Local Resources	513	-	3,400	3,913	-	350				
	Schemes Supported by the Government										
	Schools Condition Allocation (SCA)										
38	Baycroft School, Fareham	2,146	354	-	2,500	-	50	Owned	-	-	SCOLA recladding and building refurbishment
39	Cranbourne School, Basingstoke	2,160	356	-	2,516	-	50	Owned	-	-	SCOLA recladding
40	Henry Cort Community College, Fareham	2,146	354	-	2,500	-	50	Owned	-	-	SCOLA recladding
41	Schools Condition Allocation (schemes costing less than £500,000)	19,815	3,270	-	23,085	-	462	Owned	-	-	Major improvements to school buildings
	Total Schemes Supported by the Government	26,267	4,334	-	30,601	-	612				
	Total Excluding Land				34,514		962				
	Advance and Advantageous Land Purchases				646						
	Total Programme				35,160		962				

Former CCBS 2022/23 capital programme:

1 Latest programme limit:	£'000
Approved programme	59,728
Allocations carried forward from previous years	37,596
Draw down of approved corporate funding	1,600
Draw down of approved cost of change funding	693
Adjustment to Government grant	(306)
Approved capital receipts added to programme	245
Future capital receipts	4,612
Developers contributions	268
Other external funding	180
Carry forward to 2023/24	(26,493)
Carry forward to 2024/25	(5,224)
Carry forward to 2025/26	(7,516)
Funding transferred from Adults' Health & Care	1,706
Funding transferred from Children's Services	1,239
Net transfers between capital and revenue and other technical adjustments to meet accounting requirements	373
	<hr/> 68,701 <hr/>

2 Analysis of 2022/23 programme including carry forwards from 2021/22:

Former CCBS Programme	£'000
Vehicles for Hampshire Transport Management (HTM)	5,692
Schools Condition Allocation (SCA) (including carry forwards of grant, transfers of unspent Children's capital maintenance & Basic Need grant to fund projects)	30,152
Strategic Land Purchase	10,000
Advance and Advantageous Land	3,421
Broadband - Top Up Voucher Scheme	1,933
Investment in Hampshire	2,554
Schemes controlled on an expenditure basis:	53,752
Botley – Uplands Development Infrastructure (UDI)	3,837
Council Chamber Improvement Works	786
Ell Court East Podium Meeting Rooms	1,400
Corporate Estate Capital projects	686
Adults' Health & Care Essential Health & Safety works (funding transferred from Adults' Health & Care)	188
Gosport Old Grammar School (Gosport Museum and Art Gallery) (funded by Hampshire Cultural Trust)	998
Titchfield Haven Nature Reserve	775
Countryside projects:	
- Bridges	400
- Rights of Way	297
- Countryside Footpath/Rights of Way projects (funded by combination of developers contributions, external funding & CCBS cost of change funding)	904
- Capital receipt retained for Countryside use	230
Country Parks Transformation (CPT)	82

County Farms:	
- Lyde Green Farm	550
- Hollam Hill Farm	657
- County Farms Improvement projects	1,018
Programme contingency	2,141
Schemes controlled on a starts basis:	14,949
Former CCBS Capital Programme 2022/23	68,701

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Hiltingbury Junior School – Recladding and re-roofing

Overview

1. At the [Executive Member for Commercial Strategy, Human Resources and Performance on 17 March 2021](#), £1.546m of funding was agreed for re-cladding of Hiltingbury Junior School.
2. That project is brought back to the Executive Lead Member for Universal Services on 23 January 2023 to request further funding be made available from the unallocated provision within the 2022/23 Schools Condition Allocation (SCA) grant, allowing the project to encompass a broader scope of works and progress as a 'towards carbon net-zero pilot' SCOLA recladding project.
3. Hiltingbury Junior School is situated adjacent to Hiltingbury Recreation Ground between Hiltingbury Road and Pine Road in Chandlers Ford. The Junior school is of SCOLA 2 system build and was constructed in the early 1970's. The building is steel framed with a façade of brick, single glazing and cement panel boards.
4. When originally proposed to the Building's Land and Procurement panel in March 2021, the intent had been to deliver a project using HCC's long-established approach to replacing the external envelope of these system-built buildings to improve thermal performance, enhance safety and improve teaching environments. However, in the 21 months since approval, Property Services have continued to review how these buildings (that represent around 35% of the overall Hampshire schools estate), could through their careful refurbishment, take greater steps towards reducing embodied carbon and improving climate resilience.
5. As such, at the [Buildings Land and Procurement Panel on 6 April 2022](#), proposals were set out and agreed to develop a pilot project for the recladding of an existing SCOLA school using low-carbon construction, including the installation of heat-pump heating. Hiltingbury School was selected as an appropriate candidate; with scoping already progressing on many of the necessary elements within its core scheme. Proposals for the project have since been developed to give the building its intended new lease of life whilst meeting the key objectives of the pilot:
 - To create a learning environment resilient to the environmental impacts of 'a 2°C rise by 2050'
 - To deliver a project in which the operational energy is <70kWh/m²/y – in line with the RIBA 2030 Challenge target for new-build schools for 2025.

- To establish a low embodied carbon benchmark for a comprehensive SCOLA re-clad and refurbishment project.
6. The revised proposals will replace and upgrade the roof finishes, the existing window systems and re-clad the entire envelope of the building. To meet the Building Regulations the proposals also incorporate Natural Ventilation and Heat Recovery (NVHR) units to optimise the internal temperature of the classrooms, with night-time purging and brises soleil shading fins on the southern facade to minimise heat gains in the summer. The proposals also include the replacement of the existing lighting with LED fittings to reduce energy use and the temporary removal and replacement of the existing Solar PV array upon completion of the roofing works.
 7. Thermal modelling has been carried out to test the proposals using predicted 2050 weather data. The proposals seek to ensure that the indoor temperature of the teaching spaces will not rise above 28°C for more than 120 hours per year in accordance with the Building Regulations.
 8. Taking account of the improvements to the building's fabric outlined above the operational energy in use is predicted to be 61kWh/m²/y which is well within the RIBA 2030 Challenge target for new-build schools for 2025 at <70kWh/m²/y.
 9. Key revised areas of scope include a number of measures to reduce the embodied carbon within the materials used, these include the use of an engineered timber structure to support the new cladding, natural fibre insulation and composite timber/aluminium double-glazed windows and doors. Calculations estimate a potential 70% improvement in embodied carbon, versus the traditional SCOLA re-clad specification.
 10. There is also an aspiration to install a ground source heat-pump to decarbonise the schools heating, subject to a successful grant application. A bid for grant funding has been submitted to Salix under phase 3 of the Public Sector Decarbonisation Scheme (PSDS3). The PSDS3 scheme requires nominating authorities to fund the cost of the like for like replacement of the existing system, with the grant funding the additional cost of the lower carbon solution. The outcome is expected at the end of January 2023, and therefore provision has been made within the overall funding request to enable this element to progress without delay. If unsuccessful, the project will continue without replacement of the heating system and that element of cost will be reconciled and returned to the overall programme for use on other projects.
 11. The school site will remain in use during the construction period and local management arrangements will be put in place to manage the health and safety impact to all users. The work is planned to be undertaken in three phases with modular classrooms used to decant the areas where the

contractor will need to work. It is proposed that the hall and kitchen works are completed during the school summer holidays to minimise disruption.

12. A Planning application was submitted in December 2022 and a decision is expected in early 2023. The works will be procured through the Minor Works Framework and are anticipated to commence on site at Easter 2023 with the works completing in the spring 2024.

Climate Change Impact Assessment

13. Hampshire County Council utilises two decision-making tools to assess the carbon emissions and resilience impacts 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.
14. The Adaptation Project Screening Tool identifies that the existing buildings will be highly vulnerable to future extreme heat, rain and wind events that will occur with the climate consequences of a global average 2°C temperature rise by 2050. The project will incorporate the following features to mitigate the impact of extreme weather events:
 - Replacement of the single glazed windows and doors with new double-glazed units with solar glazing, which will reduce excessive heat gain whilst maintaining a good standard of daylight.
 - Provision of Brises Soleil shading fins on the southern facade to reduce solar gains.
 - Natural Ventilation and Heat Recovery (NVHR) units to optimise the internal temperature of the classrooms, with night-time purging reducing excessive heat gain.
 - Existing roofs will be over-roofed with tapered insulation to improve the thermal performance of the building, with new external rainwater goods to provide resilience to increased rainfall.
15. The carbon mitigation tool does not calculate emissions for refurbishment projects so is not applicable. However, the project will incorporate the following features to reduce energy consumption and embodied carbon to mitigate the impact of climate change:
 - Recladding the external walls with brick slips to the ground floor and timber cladding to the first floor, incorporating natural fibre insulation to improve the thermal performance of the façade and reduce embodied carbon.

- The recladding is to be supported on an engineered timber structure to reduce embodied carbon.
- Replacement of the single glazed windows and doors with new composite timber/aluminium double-glazed units which will improve the thermal performance and reduce embodied carbon whilst maintaining a good standard of daylight.
- Existing roofs will be over-roofed with tapered insulation to improve the thermal performance of the building.
- Replacement of existing lighting with LED (part funded by school)
- Removal and replacement of the existing Solar PV array upon completion of re-roofing.

Finance

14. This project is brought back to the Executive Member for review due to the increased cost associated with the revised scope of works associated with the pilot project. The additional approval includes £280,000 of SCA necessary to support a PSDS3 bid, however should this be unsuccessful, £280,000 will be returned to the overall programme for use on other projects.
15. The CCBS Climate Change Investment Programme has approved an allocation of £200,000 to support the development of the pilot scheme which forms part of the overall funding.
16. The Executive Member is requested to approve the allocation of a further £1,765,000 of SCA to progress the project to completion. The updated value of this 'Key Project' to be notified to Cabinet is now £3,811,000.
17. The funding currently approved for this scheme is as follows:

Financial Provision for Total Scheme	Buildings £	Fees £	Total £
School Condition Allocation (SCA) (approved at EMCSEP 21.01.2022)	1,327,039	218,961	1,546,000
Total			1,546,000

18. The revised anticipated cost for this project and amended proposed funding for the scheme is now as follows:

Financial Provision for Total Scheme	Buildings £	Fees £	Total £
School Condition Allocation (SCA) 2021/22 (Original works)	1,327,039	218,961	1,546,000

CCBS 22/23 R&D – Climate Change Investment Programme	171,674	28,326	200,000
School Condition Allocation (SCA) 2022/23 (scope complexity and cost pressures)	1,274,678	210,322	1,485,000
Public Sector Decarbonisation Scheme (PSDS3)	257,511	42,489	300,000 *1
School Condition Allocation (SCA) 2022/23 (contribution for PSDS3 grant)	240,343	39,657	280,000 *1
Total	3,271,245	539,755	3,811,000

*1 the £300,000 PSDS3 grant and £280,000 SCA additional contribution, £580,000 total, will be omitted from the projects scope if PSDS3 bid is unsuccessful.

Appendix 3A – Project Appraisal Drawing

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HAMPSHIRE COUNTY COUNCIL

Decision Report

Decision Maker:	Executive Lead Member for Universal Services
Date:	23 January 2023
Title:	2023/24 Revenue Budget Report for Universal Services
Report From:	Director of Universal Services and Director of Corporate Operations

Contact name: Patrick Blogg
Jenny Wadham

Tel: 0370 779 6865 **Email:** Patrick.blogg@hants.gov.uk
0370 779 8929 Jennifer.wadham@hants.gov.uk

Section A: Purpose of this Report

1. The purpose of this report is to set out proposals for the 2023/24 budget for Universal Services in accordance with the Council's Medium Term Financial Strategy (MTFS) approved by the County Council in November 2021.

Section B: Recommendation

To approve for submission to the Leader and the Cabinet:

2. The revised revenue budget for 2022/23 as set out in Appendix 1.
3. The summary revenue budget for 2023/24 as set out in Appendix 1

Section C: Executive Summary

4. This report provides the summary outputs of the detailed budget planning process undertaken by the Universal Services Directorate for 2023/24 and the revised budget for 2022/23. For the first time in many years, this process has been undertaken in a high inflationary environment, which presents particular challenges in balancing budget certainty for Directorates with levels of affordability for the Council. The budget for Universal Services therefore represents a prudent assessment of the funding level required to deliver services, with additional corporately held risk contingencies playing an important role to mitigate the impact of financial uncertainty on service delivery.
5. The Autumn Statement delivered by the chancellor on 17 November announced significant additional resources for local government through social care grants and greater Council tax flexibilities, in addition to the usual index linked increases in business rates income. This funding, including the

opportunity to increase council tax, provides a partial solution to meeting the Council's budget shortfall. However, the cost pressures facing the County Council have worsened further over the current year, with extra funding required for children's social workers, Home to School Transport and growth in Younger Adults. Substantial budget gaps therefore remain across the MTFs, despite the announced increases in local government funding and SP23 savings factored into Directorate budgets in 2023/24.

6. The Council's new organisational structure, implemented from 1 January 2023, draws a clear distinction between our public facing service Directorates, place shaping activity, and organisation facing enabling functions. This structure places a key focus on the Council's priorities emerging from the Hampshire 2050 Commission of Inquiry, ensures that all enabling functions are centrally managed to facilitate maximum efficiency and effectiveness and ensures that services are delivered in the most coordinated and consistent way possible to maximise value for our residents. As detailed work on later phases of the restructure progresses it is likely that further, more minor changes to budgets may be required and this report therefore represents an interim position that will be fine-tuned during the period to 2023/24.
7. The anticipated delay to delivery of some aspects of the remaining Transformation to 2019 (Tt2019) and Transformation to 2021 (Tt2021) programmes has been factored into our financial planning, and one-off Directorate funding will be provided where required to bridge the forecast savings gap in 2023/24. As of September 2022, £32.2m of Tt2019 and Tt2021 savings have yet to be delivered across the Council, however expected early delivery of Savings Programme to 2023 (SP2023) savings totals £21.5m during the current year. Of the required £80m SP2023 savings, £71m are due to be achieved next year, and plans are in place to deliver the remaining savings by 2024/25. The report discusses the specific issues impacting delivery of the savings programmes for Universal Services in Sections F, G and H.
8. The report also provides an update on the business as usual financial position for the current year, and the outturn forecast for the Directorate for 2022/23 is a budget over spend of £5.1m.
9. The proposed budget for 2023/24 analysed by service is shown in Appendix 1.
10. This report seeks approval for submission to the Leader and Cabinet of the revised budget for 2022/23 and detailed service budgets for 2023/24 for Universal Services. The report has been prepared in consultation with the Executive Lead Member and will be reviewed by the Transport and Environment Select Committee. It will be reported to the Leader and Cabinet on 7 February 2023 to make final recommendations to County Council on 23 February 2023.

Section D: Contextual Information

11. In July 2022, Cabinet received a report updating on the development of the next Medium Term Financial Strategy against a potential budget gap of £180m to £200m to 2025/26. This took account of the expected local government pay award, the impact of rising inflation on contract prices and anticipated regulatory changes, resulting in a significant increase on the £157m budget deficit reported to Cabinet in February 2022.
12. Since that time, the cost pressures facing the County Council have worsened further, with substantial extra funding required for children's social workers, Home to School Transport and growth in Younger Adults. These pressures have arisen due to a combination of sustained increases in demand following the pandemic, surging inflation and labour shortages in both in-house and contracted services. The financial crisis that has recently hit the country, with an extended recession being expected, has also worsened the longer term funding outlook for the sector; with no Fair Funding Review, no new two year deal for local government and the announcement in the Autumn Statement that government spending will grow by just 1% per year in real terms from 2025/26. This is significantly lower than the 9.4% increase provided to local government through the 2021 Spending Review.
13. However, the Government has acted to prioritise Social Care spending to 2025, with additional grant funding provided to support hospital discharges and to help meet the increasing costs of both adults and children's care packages. £1bn additional funding will be distributed through the Better Care Fund and existing Adults Social Care Discharge Fund, to be shared between local authorities and the NHS. A further £1.3bn will be distributed through the general Social Care Grant and is repurposed funding previously earmarked for implementation of the Adults Social Care charging reforms, which have been delayed until October 2025.
14. Councils will also be permitted to increase Council Tax by a maximum level of 2.99% plus a further 2% for the social care precept. The extended Council Tax flexibilities will remain in place until 2027/28 and could generate an additional £14m - £15m per year for the Council, or around £45m by 2025/26. Current levels of inflation also increase the index linked uplift which Councils receive on business rates income. The September 2022 CPI was 10.2% and if this was applied to our retained business rates and top up grant from the Government this would yield an extra £13m next year after allowing for the downturn in the economy.
15. Setting a budget in a high inflationary environment, which the council has not experienced for many years, presents particular challenges in balancing budget certainty for Directorates with levels of affordability for the Council, given the potential for the position to worsen or improve substantially throughout the year in line with changes in the economic picture. The budget for Universal Services therefore represents a prudent assessment of the funding level required to deliver services, with additional corporately held risk contingencies playing an important role to mitigate the impact of financial uncertainty on service delivery.

16. Directorate budgets have been adjusted to take account of SP23 savings, however substantial budget gaps remain across the MTFs, despite recently announced increases in local government funding. The Directorate will therefore continue to look to improve efficiency wherever possible, driving collaboration across the organisation and with our wider partners, maintaining a focus on process improvement including maximising the benefit of new technologies, and ensuring our operating models and governance arrangements are lean and responsive to the needs of our residents. This will put the Council in the strongest possible position as it looks to a successor savings programme to meet the substantial medium term challenge that the council faces.
17. Central to our focus on continual improvement is the Council's new organisational structure, which draws a clear distinction between our public facing service Directorates, place shaping activity, and organisation facing enabling functions. This structure places a key focus on the Council's priorities emerging from the Hampshire 2050 Commission of Inquiry, ensuring we can deliver a vision for the county which safeguards Hampshire's economy and future prosperity, quality of life, and protects and enhances the character and environment of Hampshire. This is, of course, alongside our fundamental role of ensuring we can continue to deliver services to our most vulnerable residents.
18. As well as delivering management efficiencies, the new structure will ensure that all enabling functions are centrally managed to facilitate maximum efficiency and effectiveness, as well as reducing duplication. Combining the public facing services delivered by the previous Culture, Communities and Business Services and Economy, Transport and Environment Departments within a new Universal Services Directorate, will ensure that services are delivered in the most coordinated and consistent way possible to maximise value for our residents.
19. The 2022/23 budget has been restated to reflect the revised structure and the 2023/24 budget has been prepared on the new basis. However, as detailed work on later phases of the restructure progresses it is likely that further, more minor changes to budgets may be required to ensure budget allocations accurately match the services and roles aligned to each Directorate. Any budget changes as a result of this further work will be contained within the overall organisational budget guidelines agreed by Cabinet in December 2022, accepting that total budgets for individual Directorates may vary within the overall control total agreed. The figures presented in Appendix 1 therefore represent an interim position that will be fine-tuned during the period to 2023/24.
20. The services within the Economy, Transport and Environment (ETE) and Culture, Communities and Business Services (CCBS) Departments which now make up the new Universal Services Directorate have been developing service plans and budgets for 2023/24 and future years in keeping with the County Council's priorities and the key issues, challenges and priorities for the new Directorate are set out below.

Section E: Directorate Challenges and Priorities

21. The Universal Services Directorate delivers a wide range of services with gross expenditure in the region of £271m a year and income streams of around £120m, leaving a cash limit of £151m. In addition, the Department is responsible for the Coroners Service and the Hampshire Transport Management business unit, which sit outside the cash limit.
22. The Directorate's underlying budget strategy continues a relentless focus on core service delivery around Highways; Waste Management; Transport; management of our Country Parks, sites, Rights of Way and outdoor centres; maintaining the corporate estate through Property Services and Facilities Management; and a suite of regulatory services including Registration and Trading Standards.
23. The challenge posed by the deteriorating condition of the highways network has long been recognised, and in November 2021 the County Council agreed to provide an additional £7m a year for Highways Maintenance, initially focussed on reactive revenue-funded repairs but with the intention over time to support the structural maintenance capital work programmes which provide the best value in terms of cost-effective improvements in the overall network condition.
24. A plan for the use of the additional £7m funding was approved by the Executive Lead Member for Economy, Transport and Environment (ELMETE) in March 2022. However, the rapid and sustained increase in construction industry inflation resulted in a further report to the ELMETE on 12 May 2022, when it was approved to divert up to £3.5m to secure the existing planned Operation Resilience surface treatment and other programmes to cover the inflationary pressures, and a cost pressure of £1m on the remaining revenue-funded reactive maintenance was also noted.
25. As a result, while the £7m new funding has been vital in ensuring previously planned work programmes could continue, it has not yet been possible to fully realise the benefits originally envisaged. A further decision early in 2023 will be needed on the extent to which to protect Operation Resilience again, given the ongoing construction industry inflation pressures, or whether to accept a lower level of activity within the underlying budget provision. The recent extended hard freeze will have exacerbated the situation by creating additional damage to the network, and disrupting planned maintenance work, which will have a knock on effect into 2023/24.
26. The Environment Act received Royal Assent in November 2022, introducing radical changes to waste and recycling, including the introduction of a deposit return scheme, extending producer responsibility to pay the net cost of disposal of their products and implementing greater consistency of recycling collections which will bring major changes including the requirement to collect food waste separately. However, there remains some uncertainty around the detailed implementation requirements and timescales, including a potential further delay in bringing in the Extended Producer Responsibility payments to cover costs

incurred by both Waste Collection and Disposal Authorities. Despite this, work to deliver the enhanced Materials Recovery Facility has progressed with approval of the Project Appraisal by the Executive Lead Member for Transport and Environment Strategy in October 2022 and subsequent confirmation of the necessary planning permission. The facility is currently expected to be operational by summer 2025. However, the continuing uncertainty has had a further impact on timescales for completing delivery of the Tt2021 savings as set out in Sections F and H below.

27. In 2021 a study for the Environment Agency (EA) identified that brominated flame retardant chemicals used in domestic upholstered seating classified as Persistent Organic Pollutants (POPs) are present in significant concentrations, breaching the limits set out in the Stockholm Convention. As a result, from 31 December 2022 waste operators, including Veolia, are no longer able to accept this material into landfills and instead it must be incinerated to irrevocably destroy the POPs. The resulting additional tonnage at the Energy Recovery Facilities (ERFs) is likely to mean contractual capacity at these facilities will be exceeded with both additional shredding and disposal costs and the loss of income from selling current spare capacity to private sector customers. Mitigation measures include clear segregation of these materials at Household Waste Recycling Centres to avoid contamination and further support for furniture reuse initiatives are proposed, in order to minimise the volumes of additional waste to be dealt with in this way, however early estimates indicate additional ongoing costs of £1million per year.
28. In addition to the significant cost implications of complying with the POPs regulations, achieving emissions compliance at Energy Recovery Facilities from 2023/24 is anticipated to increase ongoing monitoring costs by £300,000 per year and the one-off cost of regulatory compliance to ensure eels in Southampton Water are protected from the waste inlet/outlet at the Energy Recovery Facility are currently estimated at £462,000, also in 2023/24.
29. Finally, lease costs for waste facilities operated from third-party sites and currently subject to re-negotiation are anticipated to add up to £500,000 per year with around £100,000 of one-off costs for essential maintenance to conveyor belts and other equipment at the Alton Materials Recovery Facility which is already beyond its expected life.
30. The County Council established an Enhanced Bus Partnership with bus operators in Hampshire during 2022 and submitted a bid to Government for Bus Service Improvement Plan (BSIP) funding to support improvements to bus services in Hampshire proposed as part of the Enhanced Partnership. Unfortunately, alongside many other authorities, the County Council was not awarded any BSIP funding to support these ambitions. As a consequence of there being no new funding to support bus services in Hampshire, in November 2022 the Executive Lead Member for Transport and Environment Strategy agreed a package of further reductions to passenger transport support totalling £800,000 per year.

31. The operating environment for bus companies remains challenging with the high costs of fuel, staff retention challenges and passenger numbers still below pre-pandemic levels. To date the operators have been able to continue to run commercial services using Government funding and supported by County Council decisions on reimbursement of Concessionary Fares (most recently in May 2022 when the Executive Member for Highways Operations confirmed the approach within Hampshire during 2022/23) however as this funding comes to an end there is a risk that some routes cease to be commercially viable and are withdrawn.
32. The sector remains an important part of any strategy to reach net zero carbon targets for transport and reductions in passenger transport service levels would clearly hamper progress in this area.
33. The Universal Services areas supported by cash limit funding already rely on income and recharges to fund 44% of the gross costs of service delivery. Maintaining existing levels of income from 'choose to use' services such as Country Parks and Outdoor Centres is challenging and depends at least in part on ongoing digital, marketing, and other investment to ensure the services remain attractive and relevant to Hampshire residents and visitors. However, it remains a key objective for the Directorate that these services are able to both maintain and increase sustainable external income streams as an alternative way to fully cover their operating costs and reduce reliance on core cash limit funding. The cost of living crisis represents an added dimension to income streams and over the coming year it will be necessary to track whether this is having any impact – either adverse or potentially favourable if these services offer a cheaper day out than alternative choices for Hampshire residents.
34. Finally, most services within the Directorate are facing increasing challenges in retaining and recruiting staff at all levels. This is a national issue with the Office for National Statistics reporting that nationally from May to July 2022 the level of vacancies was 60.2% above the immediate pre-Covid quarter in 2020, but the impacts have been felt across all service roles and grades within the Universal Services Directorate.
35. Wider labour shortages from a number of factors including the departure of many EU citizens and many older workers opting for early retirement post pandemic, together with surging demand in new sectors (e.g., online retail and delivery drivers) have meant there is higher availability of both low and high skill work with higher pay. This has had adverse impacts on service delivery across the Directorate ranging from Facilities Management to catering in Country Parks where non-financial benefits such as hybrid working are less applicable and the private sector has been able to respond quickly by offering higher pay.
36. There are also significant challenges in recruiting and retaining technical and professional roles in the construction industry such as engineers and quantity surveyors. The County Council has always faced challenges to recruit in these areas during periods of economic growth where relatively secure and better paid opportunities are available in the private sector. However, a change in

how people view local authorities and security of employment in the public sector given the greater coverage of the severe financial pressures faced by councils across the country means that previous perceptions of the relative security of local authority compared to private sector roles during an economic slowdown are changing rapidly.

37. These challenges are having an impact on both service delivery and cost (agency cover being typically more expensive if available) and also on the wellbeing of existing staff having to cover additional workload often for extended periods of time which in turn has an adverse impact on retention.
38. Actions are being taken at service, Directorate and a corporate level to mitigate the immediate impacts and build greater resilience for the future.

Section F: 2022/23 Revenue Budget

39. With the new organisational structure commencing on 1 January 2023, the 2022/23 budget has been restated to align to the new Directorates. This has been achieved by transferring existing budgets and corresponding actual income and expenditure for those functions and services that have transferred to another Directorate.
40. Enhanced financial resilience reporting, which looks not only at the regular financial reporting but also at potential pressures in the system and the achievement of savings being delivered through transformation, has continued through periodic reports to the Corporate Management Team (CMT) and to Cabinet.
41. The services making up the new Universal Services Directorate have a long-standing approach of minimising non-essential spend, seeking to develop a broader client base for sold services and adopting a prudent approach to vacancy management. This approach is driven both by the ongoing and emerging pressures on the Council's financial position and the additional delay in delivering the Directorate's Tt2021 savings from the Waste budget which will need significant cash flow funding from the Directorate's Cost of Change reserve. This approach has therefore continued to feature strongly in the Directorate's overall financial management.
42. The anticipated business as usual 2022/23 outturn forecast for the ETE and CCBS services now forming part of the new Universal Services Directorate is a pressure against the budget of £5.1m. This position includes a pressure of £5.567m arising from energy price inflation, primarily in relation to streetlighting, illuminated traffic signals and the office accommodation portfolio, which will be covered by corporate funding set aside for this purpose. The underlying business as usual position is a net saving against the budget of £431,000, made up as follows:
 - £4.176m planned early achievement savings contributing to SP2023 targets.

- Staff savings from recruitment and retention difficulties as well as planned vacancy management totalling £2.750m across a range of services.
 - £4.392m pressure relating to planned investment, and cash flow support for the delayed Tt2021 savings in Waste Disposal, to be funded from the Cost of Change reserve.
 - Net pressures on direct service provision of £2.103m, which includes spend on Highways Maintenance that has now been offset by appropriate developer funding and previously agreed corporate Ash Dieback funding, with other planned overspends on the Highways Works programme offset by other savings on the Highways budgets.
43. A revised profile for the delivery of the remaining Waste Tt2021 savings of £7.99m was approved by Cabinet on 7 December 2021 with the delay at that time largely due to the Covid pandemic and therefore cash-flow support was given through a combination of drawing down from the one off Covid 19 funding that the Council had set aside and the Directorate's Cost of Change reserve.
44. The waste savings programme is complex and involves changing the financial relationship between the County Council as the Waste Disposal Authority and the district and borough councils as Waste Collection Authorities (with legal responsibility for recycling). The majority of the savings in this area were inextricably linked to changes in Government Policy around waste, recycling and the environment, and therefore the delays in this legislation have further delayed the achievement of these savings, with key areas such as Extended Producer Responsibility not now expected to come into force until part-way through the 2024/25 financial year. As a result, full delivery is not now expected until the 2025/26 financial year.
45. Furthermore, Government consultations in May 2022 have contained proposals that include removing booking systems for Waste recycling centres and removing charging for wood waste, which if enacted would reverse some of the savings already achieved within Waste services, creating additional pressures.
46. The budgets for the ETE and CCBS services now part of the Universal Services Directorate have been updated throughout the year. These budgets have been restated to reflect the new Directorate and the restated original and revised budgets are shown in Appendix 1. The revised budget shows an increase of £8.8m made up of:
- £6.974m one-off funding from corporate contingencies to offset further delays in the T21 savings as set out above.
 - A one-off increase to Highways Maintenance of £1.653m funded from the use of corporate contingencies (which has been topped up to £2m by using the £347,000 2021/22 saving in Winter Maintenance) as agreed by Cabinet in February 2020.
 - A reduction of £1.361m to Street Lighting budgets for revised profiling of PFI payments between capital repayments and interest to reflect the

contingent rental element (a technical accounting adjustment with the overall cost remaining the same).

- £1.271m funding for the inflationary pay award increase.
- £293,000 total one-off increases for grants including Bikeability to support cycle safety training in schools and various Trading Standards grants in relation to product safety and standards.
- An increase of £141,000 to address Ash Dieback (part of the allocations agreed by Cabinet in February 2020, December 2020, and July 2022).
- A net reduction of £163,000 from transfers between directorates including IT growth charges.

Section G: 2023/24 Revenue Budget Pressures and Initiatives

47. In addition to the issues covered in Section E Universal Services are continuing to face inflationary pressures and shortages of labour and materials, in particular for construction related activity. This affects the cost of works and is increasingly causing delays to contractors being able to start work on site with resultant slippage. Energy price inflation will also be a particular pressure for the Directorate given the nature of the services provided. The inflation pressures and volatility in some markets are unprecedented in recent years and result from a combination of factors including the pandemic, Brexit, the war in Ukraine and global supply chain issues, and are expected to persist throughout 2023/24.
48. As mentioned in Section D above, the new corporate structure, which combines the public facing services delivered by the previous Culture, Communities and Business Services and Economy, Transport and Environment Departments within the new Universal Services Directorate, is designed to ensure that services are delivered in the most efficient, coordinated and consistent way possible. There will be a period of transition to further consolidate the new structure and achieve these efficiencies, which may result in changes to individual budget allocations, although remaining within the overall budget provision for the Directorate.

Section H: Revenue Savings Proposals [update on SP23]

49. Savings targets for 2023/24 were approved as part of the MTFs by the County Council in July 2020. Proposals to meet these targets have been developed through the SP2023 Programme and were approved by Executive Members, Cabinet and County Council in October and November 2021.
50. It is now anticipated that full year savings of £11.4m will be achieved in 2023/24 with the £1.5m shortfall against the target which relates to the Enhanced Traffic Management Enforcement saving being met in the short term from the cost of change reserve.

51. The reasons for the timing shortfall include:
- Detailed confirmation from Central Government of how the new powers were to be implemented, and Government enacting the relevant legal powers, was later than originally anticipated.
 - The unexpected inclusion of a six-month initial period for each site where enforcement is proposed with warning letters only, with no fines to be issued.
 - Inflation and supply issues leading to delays in securing the necessary specialist equipment.
52. To minimise the delay in achieving the full saving it is proposed to extend the scope to include traffic management enforcement savings related to on-street parking over and above the previous savings contribution from this service. The savings from all traffic management enforcement will be realised through being able to use income to meet costs incurred that are currently funded from County Council cash limit funding.
53. Additionally, it is anticipated that £7.99m of Tt2021 savings will remain to be achieved in 2023/24, all of which relates to the savings from Waste Disposal and alternative approaches to recycling. The shortfall against target in 2023/24 will be met from a combination of corporate cash flow support and the cost of change reserve.
54. The main reasons for the delays to savings delivery relate to:
- Government delays in confirming both how and when the provisions of the Environment Act 2021 would operate including Extended Producer Responsibility payments and requirements for recycling.
 - Consequent delays in understanding and agreeing the specification needed for the new Materials Recovery Facility which means the facility is not now expected to be fully operational until summer 2025.
55. Rigorous monitoring of the delivery of the programme will continue during 2023/24, to ensure that the Department is able to stay within its cash limited budget as set out in this report.

Section I: 2023/24 Review of Charges

56. For Universal Services, the 2023/24 revenue budget includes income of £51.1m from fees and charges to service users. This is an increase of £4.4m (9%) on the revised budget for 2022/23.
57. Universal Services consists of a wide range of services with a variety of different fees and charges, and therefore each individual charge has not been listed in this report. However, all fees and charges are regularly reviewed and

uplifted annually for inflation as appropriate, and many are published separately on the Council's web pages, in some cases as required by legislation. The annual review of individual charges includes consideration of the prevailing market conditions, and where relevant, benchmarking against other Local Authorities to ensure any inflationary uplifts are reasonable.

58. Any new fees and charges, or significantly above-inflation increases to individual fees and charges, will be brought to the Lead Executive Member for Universal Services for decision via a separate report, which will include the required equality impacts assessment.

Section J: 2023/24 Revenue Budget Other Expenditure

59. The budget includes some items which are not counted against the cash limit. For Universal Services these are the Coroners Service and the business unit as shown in Appendix 1.
60. As reported within the Provisional Cash Limits report presented to Cabinet on 13 December 2022, the Coroners Service is facing ongoing pressure arising from an increase in both case numbers and complexity. The anticipated £578,000 cost of these pressures has been included within the 2023/24 budget.
61. There are separate approval processes in place for the business unit's detailed business plans.

Section K: Budget Summary 2023/24

62. The budget update report presented to Cabinet on 13 December 2022 included provisional cash limit guidelines for each Directorate. The cash limit for Universal Services in that report was £151.8m, a £7.1m increase on the previous year. The increase comprised:
- A reduction of £12.941m for SP2023 savings as set out above.
 - £15.460m increase for inflationary and growth pressures, including £2.285m inflation on the Highways Maintenance contract and £7.980m inflation on the Waste Disposal contract, both of which are index-linked; growth recognising the increase in highways assets to be maintained; demographic growth in Waste; and increases relating to the removal of the reduced fuel duty tax rate on red diesel.
 - A reduction of £1.487m to Street Lighting budgets for revised profiling of PFI payments between capital repayments and interest to reflect the contingent rental element (a technical accounting adjustment with the overall cost remaining the same).
 - £5.425m increase in funding for the pay award increase.
 - £181,000 increase funded by grants (primarily Office for Product Safety and Standards central Government grants for Trading Standards)

- A net increase of £456,000 from transfers between directorates, mostly relating to internal restructures, that due to the corporate restructure are now cross directorate.
63. At that stage, the cash limit guidelines did not include the following items which have now been added (and will be included in the February budget report), reducing the cash limit to £151.1m:
- £950,000 reduction in pay inflation, reflecting the reduction in employer National Insurance and pension contributions.
 - £329,000 increase to reflect further inflationary pressures on the index-linked Highways Maintenance contract.
64. Appendix 1 sets out a summary of the proposed budgets for the service activities provided by Universal Services for 2023/24 and show that these are within the cash limit set out above.
65. In addition to these cash limited items there are further budgets which fall under the responsibility of Universal Services, which are shown in the table below:

	2023/24	
	£'000	£'000
Cash Limited Expenditure	270,731	
Less Income (Other than Government Grants)	(119,590)	
Net Cash Limited Expenditure		151,141
Trading Units Net (Surplus) / Deficit		(42)
Flood Protection Levy		725
Chichester Harbour Conservancy		203
Coroners		2,968
Less Government Grants:		
• Bikeability	(404)	
• Bus Service Operators Grant	(1,068)	
• Product Safety and Standards	(175)	
• England Coastal Path	(52)	
Total Government Grants		(1,472)
Total Net Expenditure		153,523

Section L: Consultation, Equalities and Climate Change Impact

66. Consultation on the budget is undertaken every two years when the County Council considers savings to help balance the budget. All savings proposals put forward by the County Council has an Equality Impact Assessment published as part of the formal decision making papers and for some proposals stage 2 consultations are undertaken before a final decision is made by the relevant Executive Member.
67. This report deals with the revenue budget preparation for 2023/24 for the Universal Services Directorate. This takes account of the savings proposals agreed by the County Council in November 2021 including the Equality Impact Assessments prepared at that time. Any revised impacts and subsequent consultation that has been required have been reported to the relevant Executive Member as savings proposals have been further developed and implemented.
68. 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.
69. This report deals with the revenue budget preparation for 2023/24 for the Universal Services Directorate. Climate change impact assessments for individual services and projects will be undertaken as part of the approval to spend process. There are no further climate change impacts as part of this report which is concerned with revenue budget preparation for 2023/24 for the Universal Services Directorate.

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:	
<u>Title</u>	<u>Date</u>
Savings Programme to 2023 – Revenue Savings Proposals (Executive Lead Member for Economy, Transport and Environment) Report.pdf (hants.gov.uk)	23 September 2021
(Executive Member for Recreation, Heritage and Rural Affairs) Savings Programme to 2023 EM Report.pdf (hants.gov.uk)	20 September 2021
(Executive Member for Commercial Strategy, Estates and Property) Report.pdf (hants.gov.uk)	29 September 2021
Medium Term Financial Strategy Update and Savings Programme to 2023 Savings Proposals https://democracy.hants.gov.uk/ieListDocuments.aspx?CId=163&MId=7737	Cabinet – 12 October 2021 / County Council – 4 November 2021
Developing a Medium Term Financial Strategy https://democracy.hants.gov.uk/ieListDocuments.aspx?CId=163&MId=9942&Ver=4	Cabinet – 19 July 2022 / County Council – 29 September 2022 Cabinet – 13 December 2022
Budget Setting and Provisional Cash Limits 2023/24 Financial Update and Budget Setting and Provisional Cash Limits 2023/24 (hants.gov.uk)	

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 protected characteristic that are connected to that characteristic;
- Take steps to meet the needs of persons sharing a relevant protected characteristic that are 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 in which participation by such persons is disproportionately low.

2. Equalities Impact Assessment:

This report does not contain any new proposals for major service changes which may have an equalities impact. Proposals for budget and service changes which are part of the Savings Programme 2023 were considered in detail as part of the approval process carried out in Cabinet and County Council during October and November 2021 and full details of the Equalities Impact Assessments (EIAs) relating to those changes can be found in Appendices 4 to 8 in the November Council report linked below:

<https://democracy.hants.gov.uk/mgAi.aspx?ID=45388#mgDocuments>

For proposals where a Stage 2 consultation was required the EIAs are preliminary and will be updated and developed following this further consultation when the impact of the proposals can be better understood.

Budget Summary 2023/24 – Universal Services

Service Activity	Original Budget 2022/23 £'000	Revised Budget 2022/23 £'000	Proposed Budget 2023/24 £'000
Highways Maintenance	26,109	28,306	27,125
Street Lighting	12,041	10,685	10,551
Winter Maintenance	5,964	5,965	6,489
Traffic Management and Road Safety	2,414	2,566	2,492
Capital Works Implementation	(169)	(329)	(317)
Concessionary Fares	13,328	12,928	11,718
Other Public Transport	4,884	4,862	4,426
Integrated Transport	(53)	(53)	(54)
Spatial Planning	72	658	500
Highways, Engineering & Transport	64,590	65,588	62,930
Waste Disposal	46,090	54,825	53,623
Development Management, Minerals and Waste Policy	126	133	160
Environment	534	541	445
Asbestos	83	102	75
Scientific Services	211	680	204
Trading Standards	1,379	1,653	1,643
Waste & Environmental Services	48,423	57,934	56,150
Countryside Services	2,891	3,387	3,283
Outdoors Centres	397	399	291
Rural Affairs	269	419	271
Rural Estates (County Farms)	(328)	(325)	(316)
Sir Harold Hillier Gardens (room hire)	64	64	64
The Great Hall	4	7	13
Registration	(1,244)	(1,169)	(1,071)
Archives	577	631	712

Culture & Information Strategic Management	1,203	1,179	1,153
River Hamble Harbour Authority	(10)	(19)	(52)
Recreation, Information & Business Services	3,823	4,573	4,348
Business Support	521	452	577
Business Development Team	682	1,087	754
Business Strategy & Improvement and Transition	1,086	1,500	1,193
Contact Centre Team	345	351	278
Departmental and Corporate Support	3,365	721	3,410
Facilities Management	3,890	3,955	4,047
PrintSmart	(57)	(57)	(57)
Hampshire Printing Services	(24)	(24)	(24)
Office Accommodation	4,010	3,960	4,073
Property Services	2,183	2,308	2,947
Repairs and Maintenance	9,292	9,272	9,980
Sites for Gypsies and Travellers	41	42	44
Manydown and Other Miscellaneous	(8)	(1)	(1)
Net Contribution To / (From) Cost of Change	2,496	1,805	4
Property, Business Development & Transformation	27,822	25,371	27,713
Net Cash Limited Expenditure	144,658	153,466	151,141
Hampshire Transport Management	(39)	(39)	(42)
Universal Services Trading Units	(39)	(39)	(42)
Coroners	2,391	2,390	2,968

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HAMPSHIRE COUNTY COUNCIL

Decision Report

Decision Maker:	Executive Lead Member for Universal Services
Date:	23 January 2023
Title:	Parish Lengthsman Service
Report From:	Director of Universal Services

Contact name: Mike Pillans

Tel:

Email: Mike.pillans@hants.gov.uk

Purpose of this Report

1. The purpose of this report is to set out a proposal by the County Council to withdraw the current funding provision for the Parish Lengthsman service. The proposal is then to utilise external funding to enable the service to be delivered for the financial year 2023/24 (via the Hampshire Highways Service Contract (HHSC)), thereby retaining the valuable contribution the service makes to local highways maintenance.

Recommendations

2. That the Executive Lead Member for Universal Services approves the removal of the current funding provision for the Parish Lengthsman Service, to secure recurring financial savings in line with agreed SP23 Proposals, amounting to £200,000.
3. That the Executive Lead Member for Universal Services agrees to an alternative funding proposal, whereby external funding is provided through the current Hampshire Highways Services Contract (HHSC) with Milestone Infrastructure, to enable the service to be delivered in 2023/24.

Executive Summary

4. This paper seeks to set out a proposal by the County Council to withdraw the current funding provision for the Parish Lengthsman service. The proposal is then to utilise external funding to enable the service to be delivered for the financial year 2023/24 via the HHSC, thereby retaining the valuable contribution the service makes to local highways maintenance.

Contextual Information

5. The current Parish Lengthsman scheme in Hampshire has been in place since 2010. It enables Parish Councils to undertake a range of permitted duties in support of local responsiveness, and the improvement of the environment on a local basis.

6. While activities undertaken via the Parish Lengthsman Scheme are non-statutory, they add considerable value to the wider Highways Maintenance activities undertaken by the County Council on a countywide basis.
7. Lengthsmen are empowered to resolve issues which may be seen as relatively low priority in the context of the wider Highways Maintenance programme, but which improve the environment and conditions on a localised basis.
8. Works permitted to be undertaken by Parish Lengthsmen fall under the broad headings of 'Minor Works', 'Drainage' and 'Signage', and some of these works may be undertaken on the live carriageway – subject to relevant training been undertaken to ensure the Lengthsmen are able to operate safely in this context. At the same time, the County Council has also made it clear which types of duty are not permitted to be undertaken by a Parish Lengthsman.
9. A full list of currently permitted tasks is included at Appendix A.
10. Currently, 186 parishes across Hampshire take advantage of the scheme, normally receiving £1,100 per annum funding from the County Council to finance works undertaken (with some historical exceptions, on a case-by-case basis). The total current cost of the service is £200,000
11. It should be noted that some parishes now deliver the Lengthsman Service without financial support from the County Council.

Hampshire Highways Service Contract & Alternative Funding Proposal

12. The proposal is to withdraw the current funding provision for the Service, but to then utilise an external funding opportunity to ensure the Service can continue to be delivered in 2023/24.
13. The proposed withdrawal of existing funding is part of the County Council's wider strategy to deliver a balanced budget, in the context of an £80million funding shortfall, by 1 April 2023.
14. The external funding provision for 2023/24 would come via the HHSC.
15. The HHSC is a contractual arrangement between Hampshire County Council and Milestone Infrastructure for the delivery of Highways Maintenance services. Following the decision by the Executive Lead Member for Transport and Environment Strategy on 3 October 2022, this contractual relationship will continue for a further five years until 30 April 2029.
16. One of the opportunities available to the County Council in securing a five-year extension of the contractual arrangement, was the availability of support for community initiatives including the Parish Lengthsman service, as part of a wider set of opportunities to enhance the Highways Service throughout the period.

Finance

17. The withdrawal of the current funding provision for how the Parish Lengthsman Service is delivered, will secure recurring financial savings for Hampshire County Council in line with agreed SP23 Proposals, amounting to £200,000.
18. The service will continue, funded through the Community Initiatives work of the highways contractor.

Performance

19. No impact upon performance is envisaged, as the proposal is to change the funding of the scheme in 2023/24, rather than make changes to the operation of the Parish Lengthsman Scheme.
20. The County Council will continue to seek information on return on spend from Parish Councils, to ensure clear visibility of value for money derived from the scheme. Parish Councils will continue to be expected to submit returns on a quarterly basis and are given best practice examples for how to complete returns.

Consultation and Equalities

21. The proposal to withdraw current review funding from the Parish Lengthsman Scheme was not directly referenced in the "Balancing the Budget" consultation (July 2021), but forms part of the wider strategy to deliver a balanced budget in the context of an £80million budget shortfall, as outlined in that consultation.
22. However, the County Council also directly consults with Parish Councils over the Parish Lengthsman Service on an annual basis, primarily through annual correspondence with Member Parishes, and an annual Highways event for Parish Councils
23. The proposal is to change how the Service is funded. However, given that alternative funding is available for 2023/24, and that as a consequence the service provided will not change, this proposal is considered to have a neutral impact upon all protected characteristics and other relevant groups.
24. The name 'Lengthsman' is a historic term which has been in use for over 200 years, referring to someone who kept a "length" of road or canal neat, tidy and passable and carried out minor maintenance with particular emphasis on boundary marking.

Climate Change Impact Assessments

25. 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.
26. 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 an alternative funding mechanism to make revenue savings without any impact on service delivery. As and when this approach is reviewed, further assessments will be undertaken to gauge the impacts of any change.

Climate Change Adaptation

27. These proposals are not vulnerable to the risk of Climate Change.

Carbon Mitigation

28. There are no specific Carbon Mitigation initiatives associated with this proposal. However, work undertaken by Lengthsmen will be complementary to ongoing HHSC delivery with Milestone Infrastructure, which contains a commitment by Milestone to reduce carbon emissions by 60% by 2030.

Conclusions

29. In order to secure recurring financial savings to achieve a balanced budget, it is necessary for the County Council to withdraw the current funding provision for how the Parish Lengthsman service is delivered. However, the identification of external funding, via the HHSC and its commitment to support community initiatives such as the Parish Lengthsman Scheme, will enable the Service to be delivered in the Financial Year 2023/24.

REQUIRED CORPORATE AND LEGAL INFORMATION:

Links to the Strategic Plan

Hampshire maintains strong and sustainable economic growth and prosperity:	no
People in Hampshire live safe, healthy and independent lives:	no
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:	
<u>Title</u> HHSC Contract Extension	<u>Date</u> 03 Oct 2022
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:

The proposal is to change how the Service is funded. However, given that alternative funding is available for 2023/24, and that as a consequence the service provided will not change, this proposal is considered to have a neutral impact upon all protected characteristics and other relevant groups.

Appendix A – Schedule of Permitted Tasks

The following schedule lists the duties the Parish Lengthsman **may** undertake in Hampshire.

1 Drainage

- Clearing existing drainage grips
- Maintaining ditches
- Cleaning channels
- Clearing outfalls
- Rodding pipes (off highway)

2 Signage

- Cleaning (non-illuminated)
- Minor repairs

3 Other Minor Works

- Remove soil/detritus and leaves
- Cutting back vegetation overhanging the road or footway
- Clearing footways of weeds/moss and leaves
- Removing vegetation from parapets or fences
- Grass strimming
- Reporting defects
- Sweeping
- Litter picking
- Removing fly posters
- Unauthorised sign and graffiti removal
- Cleaning street name plates
- Cleaning bus shelters
- Minor repairs to street furniture
- 'Village upkeep' to include: painting/staining of bus shelters, parish owned notice boards, benches, fences, pavilions,

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HAMPSHIRE COUNTY COUNCIL

Executive Decision Record

Decision Maker:	Executive Lead Member for Universal Services
Date of Decision:	23 January 2023
Decision Title:	Appointments to Outside Bodies, Statutory Joint Committees, Panels and Partnership Boards
Report From:	Director of People and Organisation

Contact name: Katy Sherwood

Tel: 0370 779 5538

Email: katy.sherwood@hants.gov.uk

1. The Decision (PROPOSED):

a) In accordance with Part 1: Chapter 12 of the Constitution, that the Executive Lead Member for Universal Services be requested to make an appointment to Partnership Boards as detailed below. The term of office until County Council elections in May 2025 unless otherwise stated:

Name of Body	Description	Previous	Proposed Appointment(s) until May 2025
Project Integra Strategic Board (1 + 1 deputy)	A partnership body consisting of all local authorities in Hampshire to deal with waste management in the county.	Jan Warwick Edward Heron (deputy)	Nick Adams-King Roz Chadd (deputy)
Solent Transport (1 + 1 deputy)	Solent Transport provides leadership, strategy and direction which helps deliver transport improvements supporting the sustainable development of the Solent area	Edward Heron Jan Warwick (deputy)	Nick Adams-King Russell Oppenheimer (deputy)

2. Reason for the decision:

2.1. To maintain County Council representation on bodies within the community.

3. Other options considered and rejected:

3.1. Not to make appointments, which would cease County Council representation.

4. Conflicts of interest:

4.1. Conflicts of interest declared by the decision-maker: None

4.2. Conflicts of interest declared by other Executive Members consulted: None

5. Dispensation granted by the Conduct Advisory Panel: None.

6. Reason(s) for the matter being dealt with if urgent: Not applicable.

7. Statement from the Decision Maker:

<p>Approved by:</p> <p>-----</p> <p>Executive Lead Member for Universal Services</p>	<p>Date: 23 January 2023</p>
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HAMPSHIRE COUNTY COUNCIL

Decision Report

Decision Maker:	Executive Lead Member for Universal Services
Date:	23 January 2023
Title:	Chief Officer Delegations Register
Report From:	Director of Universal Services

Contact name: Patrick Blogg

Tel: 0370 779 6865

Email: Patrick.blogg@hants.gov.uk

Purpose of this Report

1. The purpose of this report is to redelegate authority from the Directors of Culture Communities and Business Services (CCBS) and Environment Transport and Economy (ETE) to the Director of Universal Services.

Recommendation(s)

- 1.1. That the Executive Lead Member for Universal Services approves the list of **ongoing** delegations in the open Appendix 1 and exempt appendix and confirms that these are delegated to the Director of Universal Services.
- 1.2. That the Executive Member for Universal Services approves the list of **time limited** delegations in Appendix 2 and confirms that these are delegated to the Director of Universal Services.

Executive Summary

2. This report is required as a result of the Council's restructure on 1 January 2023 to ensure that existing delegations remain lawful and so that the new Director of Universal Services can effectively and lawfully make decisions using the delegations.

Contextual information

3. On 1 January, CCBS, ETE and Law and Governance were disbanded, and their functions primarily reallocated as appropriate to Hampshire 2050, Universal Services and People and Organisation.

4. In order to ensure the effective running of the Council existing delegations to the Directors of CCBS, ETE and the Head of Law and Governance and Monitoring Officer should be reconfirmed to the Directors of Hampshire 2050, Universal Services and People and Organisation.
5. Links to the relevant reports in the Appendices set out the rational for and the detail of each delegation. There is also an exempt appendix detailing a delegation that was done as part of an exempt report.

Climate Change Impact Assessment

6. Hampshire County Council utilises two decision-making tools to assess the carbon emissions and resilience impacts 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.
7. The carbon mitigation tool and/or climate change adaptation tool are not applicable because the decision is administrative in nature.

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

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.)

Document

Location

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 protected characteristic that are connected to that characteristic;
- Take steps to meet the needs of persons sharing a relevant protected characteristic that are 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 in which participation by such persons is disproportionately low.

2. Equalities Impact Assessment:

2.1. There are no equality impacts arising as a result of this Report

**Directorate Register of Delegations (for Universal Services Directorate)
DELEGATIONS**

PART A : ONGOING

Date of Delegation	Name of Report	Full Text of Delegation	Link to Report containing the Delegation
10/03/22	Household Waste Recycling Centres – Pedestrian access trial evaluation	That the Executive Lead Member for Economy, Transport and Environment delegates authority to the Director of Economy, Transport and Environment in consultation with the Executive Lead Member for Economy, Transport and Environment to approve the introduction of pedestrian access schemes at further HWRCs in Hampshire where demand exists and appropriate measures can be taken, to make amendments to the access times, and to cease a scheme at any point where customer or staff safety is at risk or reduced demand makes it no longer viable.	Household Waste Recycling Centres – Pedestrian Access Trial Evaluation-2022-03-10-EMETE Decision Day (hants.gov.uk)
17/06/21	Household Waste Recycling Centre Operations	That the Executive Lead Member for Economy, Transport and Environment delegates authority to the Director of Economy, Transport and Environment, in consultation with the Executive Lead Member for Economy, Transport and Environment, to make amendments to or cease the trial at any point if circumstances change significantly or concerns about safety or financial impacts are identified through ongoing monitoring	HWRC Operations-2021-06-17-EMETE Decision Day (hants.gov.uk)
02/07/20	Household Waste Recycling Centres Cross Border Update	That the Executive Member for Economy, Transport and Environment delegates authority for the completion of any necessary legal agreements for these financial arrangements with other neighbouring Authorities as may be required and to undertake annual reviews and vary the arrangements as necessary to ensure that the payments made reflect full cost recovery of non-Hampshire resident usage to the Director of Economy, Transport and Environment in consultation with the head of Legal Services and the Executive Member for Economy, Transport and Environment	HWRC Cross Border Update-2020-07-02-EMETE Decision Day (hants.gov.uk)
14/01/20	Household Waste Recycling Centres Cross Border Charging Update	That the Executive Member for Economy, Transport and Environment delegates the completion of a legal agreement with Dorset Council in relation to the previous recommendation for an initial period of two years, as well as any extensions to the agreement, to the Director for Economy, Transport and Environment in consultation with the head of Legal Services and the Executive Member for Economy, Transport and Environment	HWRC Cross Border Charging Update-2020-01-14-EMETE Decision Day (hants.gov.uk)
17/09/19	Household Waste Recycling Centres Operations - Service Updates	That authority is delegated to the Director of Economy, Transport and Environment, in consultation with the Executive Member for Economy, Transport and Environment to agree future changes to the charges for non-household wastes at the Household Waste Recycling Centres to ensure that the County Council can respond rapidly to market changes and avoid additional cost burdens associated with any delays	Household Waste Recycling Centres Operations - Service Updates-2019-09-17-EMETE Decision Day (hants.gov.uk)

17/09/19	Household Waste Recycling Centres Operations - Service Updates	That authority is delegated to the Director of Economy, Transport and Environment, in consultation with the Executive Member for Environment, Transport and Environment, to make future amendments to the price point at which an item available to be sold for reuse should be individually labelled, to reflect changes in the value of goods	Household Waste Recycling Centres Operations - Service Updates-2019-09-17-EMETE Decision Day (hants.gov.uk)
17/09/19	Waste Contract and Infrastructure and Land Strategy	That authority is delegated to the Director of Economy, Transport and Environment, in consultation with the Executive Member for Economy, Transport and Environment, to make the necessary arrangements	Decision Record - Waste Contract and Infrastructure and Land Strategy-2019-09-17-EMETE Decision Day (hants.gov.uk)
27/01/22	ETE Proposed Capital Programme 2022/23, 2023/24 and 2024/25	That the Executive Lead Member for Economy, Transport and Environment delegates authority to the Director of Economy, Transport and Environment, in consultation with the Executive Lead Member for Economy, Transport and Environment, to make minor amendments to the split of funding across sub ₇ programmes within the Structural Maintenance programm	ETE Proposed Capital Programme 2022/23, 2023/24 and 2024/25-2022-01-27-ELMETE Decision Day (hants.gov.uk)
14/01/21	ETE Capital Programme Monitoring	That the Executive Member for Economy, Transport and Environment delegates authority to the Director of Economy, Transport and Environment (in consultation with the Head of Legal Services) to agree the terms and enter into contractual arrangements to secure the transfer of the Future Transport Zone funding from Southampton City Council	ETE Capital Programme Monitoring-2021-01-14-EMETE Decision Day (hants.gov.uk)
03/10/22	Hampshire Highways Service Contract - Contract Extension	That the Executive Lead Member for Transport and Environment Strategy approves the development of revised performance measures to ensure the opportunities proposed by Milestone become contractual obligations and are bound into the contract documents, and that authority to agree the timescale and scope of these is delegated to the Director of Economy, Transport and Environment, in consultation with the Head of Legal Services.	HHSC - Contract Extension-2022-10-03-ELMTES Decision Day (hants.gov.uk)
03/10/22	Hampshire Highways Service Contract - Contract Extension	That the Executive Lead Member for Transport and Environment Strategy approves the extension of the Hampshire Highways Service Contract for the maximum duration of five years, which will take the contract term to 30 April 2029, and delegates authority to the Director of Economy, Transport and Environment to enter into continued contractual arrangements with Milestone in consultation with the Head of Legal Services.	
10/03/22	T21 Street Lighting Project	That the Executive Lead Member for Economy, Transport and Environment delegates authority to the Director of Economy, Transport and Environment, in consultation with the Executive Lead Member for Economy, Transport and Environment, to vary the dimming on all roads in Hampshire where specific circumstances arise requiring increased lighting levels.	
29/07/21	Changes to the Traffic Management Permit Scheme	That authority is delegated to the Director of Economy, Transport and Environment to make the legal orders, in consultation with the Head of Legal Services, for future amendments to the Hampshire County Permit Scheme in the absence of objections from statutory consultees.	Changes to the Traffic Management Permit Scheme-2021-07-29-EMETE Decision Day (hants.gov.uk)

11/03/21	Arboriculture – Policy Update for Non-Essential Highway Tree Works	That authority be delegated to the Director of Economy, Transport and Environment, in consultation with the Executive Member for Economy, Transport and Environment, to make minor operational adjustments to the policy if required	Arboriculture – Policy Update for Non-Essential Highway Tree Works-2021-03-11-EMETE Decision Day (hants.gov.uk)
11/03/21	Arboriculture – Policy Update for Non-Essential Highway Tree Works	That authority be delegated to the Director of Economy, Transport and Environment in consultation with the Executive Member for Economy, Transport and Environment to finalise and publish a schedule of appropriate fees	
11/03/21	Arboriculture – Policy Update for Non-Essential Highway Tree Works	That approval to undertake a review of the operation and effectiveness of the policy update after 12 months be delegated to the Director of Economy, Transport and Environment, in consultation with the Executive Member for Economy, Transport and Environment	
19/11/20	Hampshire Highways Permit Scheme	That the Executive Member for Economy, Transport and Environment delegates authority to the Director of Economy, Transport and Environment to approve future reports of this kind	Hampshire Highway Permit Scheme-2020-11-19-EMETE Decision Day (hants.gov.uk)
08/10/20	On-Street Pay and Display Parking	That the Executive Member for Economy, Transport and Environment approves delaying further development of on-street chargeable parking in town centre locations until early summer 2021 in recognition of the possible needs for Covid-19 response and recovery, and thereafter delegates authority to the Director of Economy, Transport and Environment, in consultation with the Executive Member for Economy, Transport and Environment, to determine individual programmes for developing proposals for on-street pay and display parking in town centre locations, subject to assessing the prevailing needs in respect of Covid-19	On-Street Pay and Display Parking-2020-10-08-EMETE Decision Day (hants.gov.uk)
16/07/19	Commuted Sums Policy Guidance	That in the absence of relevant objections that cannot be reasonably overcome arising from stakeholder engagement, authority is delegated to the Director of Economy, Transport and Environment to finalise and implement the Commuted Sum Policy Guidance and Calculator	Commuted Sums-2019-07-16-EMETE Decision Day (hants.gov.uk)
16/07/19	Commuted Sums Policy Guidance	That authority is delegated to the Director of Economy, Transport and Environment to make future minor amendments and additions to the Commuted Sums Policy Guidance and Calculator in consultation with the Executive Member for Economy, Transport and Environment as appropriate	
16/07/19	Commuted Sums Policy Guidance	That authority is delegated to the Director of Economy, Transport and Environment, in consultation with the Director of Corporate Resources, to review the commuted sum discount rate at least once every five years and amend if required to ensure arrangements are reflective of interest rates and construction costs	
16/07/19	Guidance for Residents for On-Street Electric Vehicle Charging in Hampshire	That the Executive Member for Economy, Transport and Environment authorises the Director of Economy, Transport and Environment to make appropriate minor amendments to the guidance as may be required from time to time	On-Street Electric Vehicle Charging in Hampshire-2019-07-16-EMETE Decision Day (hants.gov.uk)

16/07/19	Use of Non-Prescribed Signs on Public Highways	That the Executive Member for Economy, Transport and Environment notes the recent guidance from the Secretary of State for Transport regarding the use of non-prescribed traffic signs on local authority roads, and authorises the Director of Economy, Transport and Environment to arrange removal of reported non-prescribed traffic signs in order to comply with legislation and safeguard the authority from litigation, and to avoid compromising enforcement which would be detrimental to road safety	Use of Non-Prescribed Signs on Public Highways-2019-07-16-EMETE Decision Day (hants.gov.uk)
12/03/19	Technical Resources Framework (Generation 4)	That the Director of Economy, Transport and Environment be given delegated authority to agree minor variations to the items approved, in consultation with the Executive Member for Environment and Transport	
12/03/19	Road Agreements Policy for the Protection of Highway Trees affected by New Development	That authority is delegated to the Director of Economy, Transport, and Environment to make minor amendments and updates to the Policy, in consultation with the Executive Member for Environment and Transport	Executive Member Decision Day Report Template (hants.gov.uk)
12/03/19	Hamble Lane Improvements	That authority be delegated to the Director of Economy, Transport and Environment to progress the Scheme development, design, and any necessary planning and environmental processes to a state of readiness so that when funding becomes available, elements of the Scheme can be quickly progressed towards delivery	2019-03-12-EMET Decision Day-PA: Nursling - A3057/Redbridge Lane Roundabout (Bakers Drove) (hants.gov.uk)
12/03/19	Hamble Lane Improvements	That authority is delegated to the Director of Economy, Transport and Environment and the Head of Legal Services to progress all appropriate orders, notices, consents, permissions, rights and easements that are necessary to enable the delivery of different elements of the Scheme, and to commence informal negotiations with affected third party landowners	
12/03/19	Highway Network Hierarchy	That authority is delegated to the Director of Economy, Transport and Environment, in consultation with the Executive Member for Environment and Transport to approve future minor revisions to the hierarchies and highway safety inspection frequencies	2019-01-15-EMET Decision Day-Jermyns Lane Footway to Braishfield Romsey (hants.gov.uk)
12/03/19	Traffic Management (Speed Limit) Policy Exceptions in Relation to Air Quality Management Measures	That authority is delegated to the Director of Economy, Transport, and Environment, in consultation with the Executive Member for Environment and Transport, to make exceptions to the current Traffic Management Policy to allow the amendment or setting of speed limits on public health grounds with regard to air quality, in response to exceptional circumstances, and in accordance with the qualifying criteria set out in paragraph 3.7 of this report	Executive Member Decision Day Report Template (hants.gov.uk)
29/10/18	Street Lighting T19 Savings	That authority is delegated to the Director of Economy, Transport and Environment to exceptionally exclude specific roads (e.g. higher crime areas) or to vary the periods of part-night lighting in these locations	Appendix 1 (hants.gov.uk)

29/10/18	Street Lighting T19 Savings	That, in light of the preferences expressed in the recent public consultation, authority is delegated to the Director of Economy, Transport and Environment, in consultation with the Executive Member for Environment and Transport, to extend the period of part night lighting on residential roads to four hours where appropriate and consistent with the overall saving strategy	Appendix 1 (hants.gov.uk)
29/10/18	Consolidation and Review of School Crossing Patrol Policy	That authority is delegated to the Director of Economy, Transport, and Environment to enter into contractual arrangements, in consultation with the Head of Legal Services, to secure the Service Level Agreements as necessary	Appendix 1 (hants.gov.uk)
05/06/18	T19 Parking Project Update	That the Executive Member for Environment and Transport gives approval in principle for the introduction of Chargeable on-street parking with authority delegated to the Director of Economy, Transport and Environment and the Head of Legal Services to take all the necessary measures and steps to implement the changes, including the progression and approval of any associated Traffic Regulation Orders and any works necessary to support the introduction of chargeable on-street parking	Appendix 1 (hants.gov.uk)
16/01/18	Parish Lengthsman Scheme	That authority is delegated to the Director of Economy, Transport and Environment, in consultation with the Executive Member for Environment and Transport, to make the necessary arrangements to extend the scheme to new parishes when funding is confirmed, providing the increase in costs can be accommodated within the Highways Revenue Budget	Appendix 1 (hants.gov.uk)
07/11/22	Passenger Transport SP23 Savings Proposals	That authority is delegated to the Director of Economy, Transport and Environment to take all necessary steps, including entering into contractual arrangements in consultation with the Head of Legal Services, and fulfilling procurement requirements, to implement the proposed changes to bus subsidies and passenger transport expenditure as set out in this report	Passenger Transport SP23 Savings Proposals-2022-11-07-ELMTES Decision Day (hants.gov.uk)
07/11/22	Passenger Transport SP23 Savings Proposals	That authority is delegated to the Director of Economy, Transport and Environment, in consultation with the Executive Lead Member for Transport and Environment Strategy, to make minor variations in subsidy arrangements on specific passenger transport services provided overall budget savings are maintained and changes are consistent with the approach set out in this report	
23/09/21	Future Partnership Arrangement for MiDAS	That the Executive Member for Highways Operations approves the principles set out in this report, and that authority is delegated to the Director of Economy, Transport and Environment to develop the detail and finalise the arrangements for any Partnership Arrangement according to these principles in consultation with the Head of Legal Services	Future Joint Working Arrangements for MiDAS-2021-09-23-EMETE Decision Day (hants.gov.uk)
23/09/21	Future Partnership Arrangement for MiDAS	That authority is delegated to the Director of Economy, Transport, and Environment, in consultation with the Head of Legal Services, to enter into a Partnership Agreement and to manage the scheme for its duration	

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Directorate Register of Delegations (for Universal Services Directorate)
TIME LIMITED DELEGATIONS

PART B :

Date of Delegation	Name of Report	Full Text of Delegation	Link to Report containing the Delegation	Expiry date
03/10/22	Project Appraisal: Hampshire Recycling Infrastructure Development	That authority to make the arrangements to implement the scheme, including minor variations to the design or contract, be delegated to the Director of Economy, Transport and Environment	PA - Hampshire Recycling Infrastructure Development-2022-10-03-ELMTES Decision Day (hants.gov.uk)	On delivery of the MRF
18/07/22	HWRC - Management Contract Mid-Term Update	That authority is delegated to the Director of Economy, Transport and Environment to conduct the negotiation and enter into contractual arrangements on the principles and basis detailed in this report, in consultation with the Executive Lead Member for Transport and Environment, the Head of Legal Services, and the Director of Corporate Operations	https://democracy.hants.gov.uk/documents/s97834/Decision%20Record.pdf	1/4/23 - when DoV comes into effect
12/05/22	Flood and Water Catchment Management Plans	That authority is delegated to the Director of Economy, Transport and Environment to make minor amendments to the draft Hampshire FWCMPs as required by the outcome of the public consultation, and to adopt the Hampshire FWCMPs subject to there being no unresolvable representations, in consultation with the Executive Lead Member for Economy, Transport and Environment.	Catchment Plans-2022-05-12-ELMETE Decision Day (hants.gov.uk)	Dec 2022/Jan 2023
12/05/22	Project Appraisal Update: A32 Farringdon and Chawton Flood Alleviation Scheme – Phase 2	That authority to make the arrangements to implement the scheme, including minor variations to the design or contract, be delegated to the Director of Economy, Transport and Environment.	A32 Farringdon & Chawton Flood Alleviation Scheme Phase 2-2022-05-12-ELMETE Decision Day (hants.gov.uk)	Single purpose - Scheme due to be let Spring 2023 for Summer construction start
27/01/22	ETE Capital Programme Quarter 3 2021/22	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	ETE Capital Programme Quarter 3 2021-22-2022-01-27-ELMETE Decision Day (hants.gov.uk)	Single Purpose - HDC to sign legal agreement before April 2023
23/09/21	Joint Municipal Waste Management Strategy	That delegated authority is given to the Director of Economy, Transport and Environment, in consultation with the Executive Lead Member for Economy Transport and Environment, to make minor amendments to the Joint Municipal Waste Management Strategy ahead of its final publication by the Project Integra Partnership	Joint Municipal Waste Management Strategy-2021-09-23-EMETE Decision Day (hants.gov.uk)	Ongoing until the Inter-Authority Agreement is signed and the new MRF delivered.
23/09/21	Hampshire Reuse Service	That authority be delegated to the Director of Economy, Transport and Environment for the procurement and spend as set out in Table 1, associated with the set up and operation of the project, including entering into any necessary contractual arrangements and leases, in consultation with the Executive Member for Climate Change and Sustainability and the Head of Legal Services	Hampshire Reuse Service-2021-09-23-EMETE Decision Day (hants.gov.uk)	Ongoing until reuse hub is delivered (2023)

17/06/21	Waste Disposal and Household Waste Recycling Centre Contracts Negotiation Strategy	That the Executive Lead Member for Economy, Transport and Environment delegates to the Director of Economy, Transport and Environment authority to undertake negotiations with Veolia UK Ltd, in consultation with Legal and Procurement services, to develop final proposals that can be submitted to the Executive Member for approval by the end of the financial year 2021/2022	https://democracy.hants.gov.uk/documents/s75645/Decision%20Record%20OPEN.pdf	Expires when new Deed of Variation comes into effect 1/4/23
02/12/20	Utilities Diversions, Chickenhall Lane, Eastleigh	That authority is delegated to the Director of Economy Transport and Environment to enter into the necessary contractual arrangements, including a funding agreement, in consultation with the Head of Legal Services.	PA - Chickenhall Lane Eastleigh-2020-12-02-EMETE Decision Day (hants.gov.uk)	Ongoing until MRF is delivered.
19/11/20	Project Appraisal: Rectory and Sycamore Roads Farnborough Flood Alleviation Scheme	That authority to make the arrangements to implement the scheme, including minor variations to the design or contract, be delegated to the Director of Economy, Transport and Environment	PA - Rectory and Sycamore Roads Farnborough Flood Alleviation Scheme-2020-11-19-EMETE Decision Day (hants.gov.uk)	Single Purpose - Scheme complete and in maintenance. Est. end date Sept 2023
08/10/20	T21 Waste Savings Proposals	That the Executive Member for Economy, Transport and Environment delegates authority to the Director for Economy, Transport and Environment to propose to, and work with, its Waste Authority partners to develop proposals for a new joint working agreement that ensures that continuing joint working arrangements are fit for purpose with regards to current operations and reflect the service changes that will be needed in order to meet the Government's Consistency of Collection requirements	T21 Waste Savings Proposals-2020-10-08-EMETE Decision Day (hants.gov.uk)	Ongoing until the Inter-Authority Agreement is signed and the new MRF delivered.
23/04/19	Glass Contract Infrastructure	That authority is delegated to the Director of Economy, Transport and Environment, in consultation with the Executive Member for Environment and Transport and the Head of Legal Services, to make all necessary arrangements to vary the associated partnering agreement with Project Integra partners	Glass Contract Update-2019-04-23-EMET Decision Day (hants.gov.uk)	Applicable to the end of the Veolia contract in 2030.
23/04/19	Government Waste Strategy Consultation Responses	That authority is delegated to the Director of Economy, Transport and Environment to make all necessary arrangements to approve the detailed responses to be submitted to Government	Executive Member Decision Day Report Template (hants.gov.uk)	Potentially expired - depends whether the approval applied to the first round of consultations in 2019, or to any further consultation phases arising out of the Env Act.
18/07/22	ETE Capital Programme 2021/22 End of Year & Quarter 1 2022/23	That the Executive Lead Member for Transport and Environment Strategy approves the addition to the 2022/23 capital programme of the Whitehill and Bordon – Farnham Capital Improvements scheme at a value of £0.896 million to be funded by Section 106 contributions, and delegates authority to the Director of Economy, Transport and Environment, in consultation with the Head of Legal Services, to formally authorise the expenditure, agree the terms and enter into contractual arrangements for the transfer of this contribution to Surrey County Council.	ETE Capital Programme 2021-22 End of Year & Quarter 1 2022-23-2022-07-18-ELMTES Decision Day (hants.gov.uk)	Ongoing until transfer to Surrey CC is completed

07/11/22	Transforming Cities Fund - Portsmouth & Southampton Update	That the Executive Lead Member for Transport and Environment Strategy delegates authority to the Director of Economy, Transport and Environment, in consultation with the Executive Lead Member for Transport and Environment Strategy, to reassign funding released from Junction Road, Totton to individual schemes across the Southampton TCF scheme portfolio, and to enter into revised funding agreements as necessary, in consultation with the Head of Legal Services.	Transforming Cities Fund – Portsmouth & Southampton Update-2022-11-07-ELMTES Decision Day (hants.gov.uk)	Estimated end date 31/3/24
18/07/22	Project Appraisal: Southampton and South-West Hampshire Transforming Cities Fund Redbridge Causeway to Eling Pedestrian and Cycle Improvements	That authority to make the arrangements to implement the scheme, including minor variations to the design or contract, be delegated to the Director of Economy, Transport and Environment	PA - Southampton and South-West Hampshire TCF Redbridge Causeway to Eling Pedestrian and Cycle Improvements-2022-07-18-ELMTES Decision Day (hants.gov.uk)	Estimated end date 31/3/25
18/07/22	Project Appraisal: Southampton and South-West Hampshire Transforming Cities Fund Redbridge Causeway to Eling Pedestrian and Cycle Improvements	That the Executive Member for Highways Operations delegates authority to the Director of Economy, Transport and Environment, in consultation with the Head of Legal Services, to progress any orders, notices or statutory procedures and secure any consents, licences, permissions, rights or easements necessary to enable implementation of the scheme		Estimated end date 31/3/25
18/07/22	Project Appraisal: Portsmouth and South-East Hampshire Transforming Cities Fund Scheme - Bedhampton Road Havant	That authority to make the arrangements to implement the scheme, including minor variations to the design or contract, be delegated to the Director of Economy, Transport and Environment.	PA - Portsmouth and South-East Hampshire Transforming Cities Fund Schemes Bedhampton Road Havant-2022-07-18-ELMTES Decision Day (hants.gov.uk)	Estimated end date 31/3/25
18/07/22	Project Appraisal: Portsmouth and South-East Hampshire Transforming Cities Fund Scheme - Bedhampton Road Havant	That the Executive Member for Highways Operations delegates authority to the Director of Economy, Transport and Environment, in consultation with the Head of Legal Services, to progress any orders, notices or statutory procedures and secure any consents, licences, permissions, financial agreements, rights or easements necessary to enable implementation of the Bedhampton Road, Havant scheme as part of the Portsmouth and South East Hampshire TCF Program		Estimated end date 31/3/25
12/05/22	Project Appraisal: Southampton and South-West Hampshire Transforming Cities Fund (TCF) - Eling to Holbury Cycle Scheme	That authority to make the arrangements to implement the scheme, including minor variations to the design or contract, be delegated to the Director of Economy, Transport and Environment.	Microsoft Word - PA - Southampton and South-West Hampshire Transforming Cities Fund (TCF) - Eling to Holbury Cycle Scheme-2022-05-12-ELMETE Decision Day (hants.gov.uk)	Estimated end date 31/3/25

12/05/22	Project Appraisal: Southampton and South-West Hampshire Transforming Cities Fund (TCF) - Eling to Holbury Cycle Scheme	That the Executive Lead Member for Economy Transport and Environment delegates authority to the Director of Economy, Transport and Environment, in consultation with the Head of Legal Services, to progress any orders, notices or statutory procedures and secure any consents, licences, permissions, rights or easements necessary to enable implementation of the scheme.		Estimated end date 31/3/25
12/05/22	Project Appraisal: Portsmouth and South-East Hampshire Transforming Cities Fund Schemes (Package 2)	That authority to make the arrangements to implement the schemes, including minor variations to the design or contract, be delegated to the Director of Economy, Transport and Environment	PA - Portsmouth and South-East Hampshire Transforming Cities Fund Schemes (Package 2) -2022-05-12-ELMETE Decision Day (hants.gov.uk)	Estimated end date 31/3/25
12/05/22	Project Appraisal: Portsmouth and South-East Hampshire Transforming Cities Fund Schemes (Package 2)	That authority is delegated to the Director of Economy, Transport and Environment, in consultation with the Head of Legal Services, to progress any orders, notices or statutory procedures and secure any consents, licences, permissions, rights or easements necessary to enable implementation of the schemes		Estimated end date 31/3/25
12/05/22	Project Appraisal: Hartford Bridge Flats Junction Improvement Phase 2	That authority to make arrangements to implement the scheme, including minor variations to the design or contract, be delegated to the Director of Economy, Transport and Environment	Hartfordbridge Flats Junction Improvements Phase 2-2022-05-12-ELMETE Decision Day (hants.gov.uk)	Estimated end date 31/3/25
12/05/22	Project Appraisal: Hartford Bridge Flats Junction Improvement Phase 3	That authority be delegated to the Director of Economy, Transport and Environment, in consultation with the Head of Legal Services, to progress all appropriate orders, notices or statutory procedures and secure any consents, licences, permissions, rights or easements necessary to enable the Hartford Bridge Flats Junction Improvement scheme to be implemented.		Estimated end date 31/3/25
10/03/22	Project Appraisal: Portsmouth and South-East Hampshire - Transforming Cities Fund Schemes	That authority to make the arrangements to implement the scheme, including minor variations to the design or contract, be delegated to the Director of Economy, Transport and Environment.	PA - Portsmouth and South-East Hampshire Transforming Cities Fund Schemes-2022-03-10-ELMETE Decision Day (hants.gov.uk)	Estimated end date 31/3/25
10/03/22	Project Appraisal: Portsmouth and South-East Hampshire - Transforming Cities Fund Schemes	That the Executive Lead Member for Economy Transport and Environment delegates authority to the Director of Economy, Transport and Environment, in consultation with the Head of Legal Services, to progress any orders, notices or statutory procedures and secure any consents, licences, permissions, rights or easements necessary to enable implementation of the Portsmouth and South-East Hampshire TCF Programme		Estimated end date 31/3/25
10/03/22	T21 Street Lighting Project	That the Executive Lead Member for Economy, Transport and Environment delegates authority to implement the proposals, including making minor variations, to the Director of Economy, Transport and Environment	T21 Street Lighting Project-2021-11-18-EMETE Decision Day (hants.gov.uk)	Estimated end date 31/3/2024

10/03/22	T21 Street Lighting Project	That the Executive Lead Member for Economy, Transport and Environment delegates authority to the Director of Economy, Transport and Environment, in consultation with the Executive Lead Member for Economy, Transport and Environment, to terminate negotiations to vary the street lighting PFI Project Agreement in the event that it is not possible to reach an acceptable agreement in a timely way		Estimated end date 31/3/2024
10/03/22	Parking - Service Consolidation Efficiencies	That the Executive Member for Highways Operations delegates authority to the Director of Economy, Transport and Environment, in consultation with the Head of Legal Services, to make any necessary arrangements to terminate the agency agreements for Civil Parking Enforcement and Traffic Management.	Parking - Service Consolidation Efficiencies-2021-09-23-EMETE Decision Day (hants.gov.uk)	Estimated end date 30/6/2023
10/03/22	Project Appraisal: Stubbington Village Roundabouts Improvement Scheme	That authority to make the arrangements to implement the scheme, including minor variations to the design or contract, be delegated to the Director of Economy, Transport and Environment.	PA - Stubbington Village Roundabouts Improvement Scheme-2022-01-27-ELMETE Decision Day (hants.gov.uk)	Estimated end date 31/3/24
10/03/22	Project Appraisal: Arrival Square, Whitehill and Bordon	That authority to make the arrangements to implement the scheme, including minor variations to the design or contract, be delegated to the Director of Economy, Transport and Environment	Executive Member Project Appraisal Template (hants.gov.uk)	Estimated end date 31/3/25
27/01/22	Project Appraisal: Southampton and South-West Hampshire Transforming Cities Fund Programme	That authority to make the necessary arrangements to implement the schemes, including minor variations to the designs or contracts, be delegated to the Director of Economy, Transport and Environment	Southampton and South West Hampshire Transforming Cities Fund Programme-2022-01-27-ELMETE Decision Day (hants.gov.uk)	Estimated end date 31/3/25
27/01/22	Project Appraisal: Southampton and South-West Hampshire Transforming Cities Fund Programme	That the Executive Lead Member for Economy Transport and Environment delegates authority to the Director of Economy, Transport and Environment, in consultation with the Head of Legal Services, to progress any orders, notices or statutory procedures and secure any consents, licences, permissions, rights or easements necessary to enable implementation of the Southampton and South-West Hampshire TCF Programme		Estimated end date 31/3/25
27/01/22	Moving Traffic Enforcement Powers	That authority is delegated to the Director of Economy, Transport and Environment in consultation with the Chief Executive, the Head of Legal Services and the Executive Lead Member for Economy, Transport and Environment to undertake all necessary steps to prepare and submit a formal application to the Department for Transport to secure the relevant new powers	Moving Traffic Enforcement Powers-2022-01-27-ELMETE Decision Day (hants.gov.uk)	Estimated end date 33/3/2024
27/01/22	Project Appraisal: Whitehill Bordon: Oakhanger Road/Station Road (West) Shared Use Path	That authority to make the arrangements to implement the scheme, including minor variations to the design or contract, be delegated to the Director of Economy, Transport and Environment	PA - Whitehill Bordon STP - Oakhanger Road-Station Road (West) Shared Use Path-2022-01-27-EMETE Decision Day (hants.gov.uk)	Estimated end date 31/8/23
27/01/22	Project Appraisal: Petersfield Road NCN22 Cycle Improvements, Havant	That authority to make the arrangements to implement the scheme, including minor variations to the design or contract, be delegated to the Director of Economy, Transport and Environment	PA - Petersfield Road Cycle Improvements Havant-2022-01-27-ELMETE Decision Day (hants.gov.uk)	Estimated end date 31/8/23

18/11/21	Project Appraisal: Farnborough Growth Package (North Camp)	That authority to make the arrangements to implement the scheme, including minor variations to the design or contract, and entering into any necessary land agreements be delegated to the Director of Economy, Transport and Environment, in consultation with the Head of Legal Services	PA - Farnborough Growth Package (North Camp)-2021-11-18-ELMETE Decision Day (hants.gov.uk)	Estimated end date 31/12/24
18/11/21	Waterside A326 North Improvements Update	That authority is delegated to the Director of Economy, Transport and Environment, in consultation with the Head of Legal Services, to enter into contractual arrangements with the DfT to spend Large Local Majors (LLM) funding on developing the preferred improvement option and to assemble the necessary financial package to deliver the scheme, including funds from private individuals	Waterside A326 North Improvements Update-2021-11-18-ELMETE Decision Day (hants.gov.uk)	Estimated end date 31/12/24
23/09/21	Project Appraisal: Whitchurch Accessibility & Traffic Measures	That authority to make the arrangements to implement the scheme, including minor variations to the design or contract, be delegated to the Director of Economy, Transport and Environment	PA - Whitchurch Accessibility & Traffic Measures-2021-09-23-EMETE Decision Day (hants.gov.uk)	Estimated end date 31/3/24
29/07/21	Active Travel Fund Tranche 2 Programme	That authority is delegated to the Director of Economy, Transport, and Environment to make the necessary arrangements to implement the Active Travel schemes including authority to procure and spend, enter into the necessary agreements in consultation with the Head of Legal Services, and secure any consents required.	https://democracy.hants.gov.uk/documents/s78055/Report.pdf	Estimated end date 31/3/24
29/07/21	Bus Gate East Anton Andover	That authority is delegated to the Director of Economy, Transport and Environment to make the necessary arrangements, including confirmation of Traffic Regulation Orders and entering contractual and Legal agreements in consultation with the Head of Legal Services, to implement the scheme	Bus Gate East Anton Andover-2021-07-29-EMETE Decision Day (hants.gov.uk)	Estimated end date 31/3/24
17/06/21	Active Travel – Update	That authority is delegated to the Director of Economy, Transport, and Environment to award grants to successful applicants to the Workplace Cycle Parking Grant and E-Bike Loan Scheme, and to make the necessary arrangements, including contractual arrangements, in consultation with the Executive Member for Highways Operations		Estimated end date 31/3/24
11/03/21	Project Appraisal: Brighton Hill Roundabout Basingstoke Update	That authority to make arrangements to implement the scheme, including minor variations to the design or contract, be delegated to the Director of Economy, Transport and Environment	PA: Brighton Hill Roundabout Basingstoke Update-2021-03-11-EMETE Decision Day (hants.gov.uk)	Estimated end date 31/10/24
11/03/21	A326 South Junction Improvement Works, Fawley Waterside – Update	That authority to make arrangements to implement the scheme, including minor variations to the design or contract, be delegated to the Director of Economy, Transport and Environment.		Estimated end date 31/10/25
11/03/21	ATF Brighton Way Cycle Route, Basingstoke Cycle Route Scheme	That authority to make arrangements to implement the scheme, including minor variations to the design or contract, be delegated to the Director of Economy, Transport and Environment.	https://democracy.hants.gov.uk/documents/s67397/Report.pdf	Estimated end date 31/10/23

11/03/21	Farnborough Growth Package Update including Lynchford Road advance works	That authority to make arrangements to implement the works, including minor variations to the design, delivery arrangements or contract, be delegated to the Director of Economy, Transport and Environment	Farnborough Growth Package Update including Lynchford Road Advance Works-2021-03-11-EMETE Decision Day (hants.gov.uk)	Estimated end date 31/10/25
11/03/21	Project Appraisal: Waterside East-West Connectivity (Phase 1)	That authority to make the arrangements to implement Phase 1 of the East West Connectivity package, including minor variations to the design or contract, be delegated to the Director of Economy, Transport and Environment	PA - Waterside East West Connectivity (Phase I)-2021-03-11-EMETE Decision Day (hants.gov.uk)	Estimated end date 31/10/25
19/11/20	Transforming Cities Fund	That the Executive Member for Economy, Transport and Environment delegates authority to the Director of Economy, Transport and Environment to make minor modifications and adjustments to schemes to ensure that they comply with latest Government guidance and that costs fall within the budget provision.	Transforming Cities Fund-2020-11-19-EMETE Decision Day (hants.gov.uk)	Estimated end date 31/10/24
19/11/20	Project Appraisal: Whitehill Bordon – Woolmer Way (Tesco) /High Street Junction Improvement	That authority to make the arrangements to implement the scheme, including minor variations to the design or contract, be delegated to the Director of Economy, Transport and Environment	PA - Whitehill Bordon STP - Woolmer Way (Tesco)-Camp Road Junction Improvements-2020-11-19-EMETE Decision Day (hants.gov.uk)	Estimated end date 31/10/23
08/10/20	Project Appraisal: A32/Wych Lane, Gosport Junction Improvement Scheme	That authority to make the arrangements to implement the scheme, including minor variations to the design or contract, be delegated to the Director of Economy, Transport and Environment	PA - A32-Wych Lane Junction Improvement Scheme Gosport-2020-10-08-EMETE Decision Day (hants.gov.uk)	Estimated end date 31/12/23
08/10/20	Procurement Approach for Highways Transportation Development, Engineering and Management Services post Summer 2022	That the Director of Economy, Transport and Environment be given delegated authority to agree any variations to the items approved, in consultation with the Executive Member for Economy, Transport and Environment	Procurement Approach for Highways Transportation Development Engineering and Management Services post 2022-2020-10-08-EMETE Decision Day (hants.gov.uk)	01/01/25
08/10/20	Aldershot Station Transport Hub and Public Realm Improvements	That authority to make the arrangements to implement the scheme, including minor variations to the design or contract, be delegated to the Director of Economy, Transport and Environment	Access to Aldershot Station-2020-10-08-EMETE Decision Day (hants.gov.uk)	Estimated end date 31/10/25
02/07/20	Lynchford Road Farnborough Growth Package – Update Report	That authority be delegated to the Director of Economy, Transport and Environment in consultation with the Head of Legal Services to progress appropriate orders, notices or statutory procedures and secure any consents, permissions, rights or easements necessary to enable the revised scheme to be implemented and completed	Lynchford Road Farnborough Growth Package-2020-07-02-EMETE Decision Day (hants.gov.uk)	Estimated end date 31/10/25
02/07/20	Procurement Approval: Geotechnical and Geoenvironmental Services Framework 2021-2025	That authority is delegated to the Director of Economy, Transport and Environment to agree any variations to the items approved in consultation with the Executive Member for Economy, Transport and Environment	Procurement approval Geotechnical and Geoenvironmental Services Framework 2021-2025-2020-07-02-EMETE Decision Day (hants.gov.uk)	Jun-25
02/07/20	Project Appraisal: Whitehill Bordon Relief Road: Junction 2 to 3 Shared Use Footway/Cycleway	That authority to make the arrangements to implement the scheme, including minor variations to the design or contract, be delegated to the Director of Economy, Transport and Environment	PA - Whitehill Bordon Relief Road Junction 2 to 3 Shared Use Footway/Cycleway-2020-07-02-EMETE Decision Day (hants.gov.uk)	Estimated end date 31/10/23

10/03/20	Project Appraisal: Whitehill Bordon Relief Road: Junction 2 to 3 Shared Use Footway/Cycleway	That authority be delegated to the Director of Economy, Transport and Environment in consultation with the Head of Legal Services to progress all appropriate orders, notices or statutory procedures and secure any consents, licences, permissions, rights or easements necessary to enable the Whitehill and Bordon Relief Road: Junction 2 to 3 Shared Use Footway/Cycleway scheme to be implemented		Estimated end date 31/10/23
10/03/20	Contract for Diver Services	That authority to make the arrangements to implement the contract, including minor variations, be delegated to the Director of Economy, Transport and Environment in consultation with the Head of Legal Services	Contract for Diver Services-2020-03-10-EMETE Decision Day (hants.gov.uk)	Mar-24
10/03/20	Project Appraisal: Anstey Road/Anstey Lane Junction Improvement, Alton	That authority to make the arrangements to implement the scheme, including minor variations to the design or contract, be delegated to the Director of Economy, Transport and Environment	PA - Anstey Road/Anstey Lane Junction Improvements Alton-2020-03-10-EMETE Decision Day (hants.gov.uk)	Estimated end date 31/3/23
10/03/20	Project Appraisal: Anstey Road/Anstey Lane Junction Improvement, Alton	That authority be delegated to the Director of Economy, Transport and Environment in consultation with the Head of Legal Services to progress all appropriate orders, notices or statutory procedures and secure any consents, licences, permissions, rights or easements necessary to enable the Anstey Road/Anstey Lane Junction Improvement scheme to be implemented		Estimated end date 31/3/23
10/03/20	Transformation to 2021 Street Lighting LED Replacement Project	That the Executive Member for Economy, Transport and Environment gives approval to vary the street lighting Private Finance Initiative (PFI) to enable high power lamps to be replaced with more energy efficient LEDs, and delegates authority to the Director of Economy, Transport and Environment, in consultation with the Head of Legal Practice, to make the necessary changes to the PFI Project Agreement, and to approve any associated modification	Transformation to 2021 Street Lighting LED Replacement Project-2020-03-10-EMETE Decision Day (hants.gov.uk)	Estimated end date 31/3/2024
10/03/20	Transformation to 2021 Street Lighting LED Replacement Project	That authority to make the arrangements to implement the proposal, including minor variations, be delegated to the Director of Economy, Transport and Environment		Estimated end date 31/3/2024
10/03/20	Project Appraisal: A326 South Junction Improvement Works, Fawley Waterside	That authority to make the arrangements to implement the scheme, including minor variations to the design or contract, and any formal agreements required in connection with the provisions of the CEMP, be delegated to the Director of Economy, Transport and Environment (in consultation with the Head of Legal Services where necessary)	PA - A326 South Junction Improvements Works Fawley Waterside-2020-03-10-EMETE Decision Day (hants.gov.uk)	Estimated end date 31/10/25
10/03/20	Project Appraisal: Woodhouse Lane South, Botley	That authority to make the arrangements to implement the scheme, including minor variations to the design or contract, programming and phasing the works as necessary, be delegated to the Director of Economy, Transport and Environment	PA - Woodhouse Lane South Botley-2020-03-10-EMETE Decision Day (hants.gov.uk)	Estimated end date 31/10/26
17/09/19	Project Appraisal: Stubbington Bypass	That authority to make the arrangements to implement the scheme, including minor variations to the design or contract, be delegated to the Director of Economy, Transport and Environment	PA - Stubbington Bypass Update-2019-09-17-EMETE Decision Day (hants.gov.uk)	Estimated end date 31/3/2024

04/06/19	Project Appraisal: Hut Hill, Chandlers Ford to Chilworth Cycleway/Footway	That authority to make the arrangements to implement the scheme, including minor variations to the design or contract, be delegated to the Director of Economy, Transport and Environment	PA - Hut Hill Chandlers Ford to Chilworth Cycleway-Footway-2019-04-23-EMET Decision Day (hants.gov.uk)	Estimated end date 31/3/2024
04/06/19	M27 Junction 9 and Parkway South Roundabout Scheme – Project Appraisal Update	That authority to make the arrangements to implement the Scheme, including minor variations to the design or contract, be delegated to the Director of Economy, Transport, and Environment	M27 Junction 9 and Parkway South Roundabout Scheme - Project Appraisal Update-2019-06-04-EMET Decision Day (hants.gov.uk)	Estimated end date 31/3/2024
15/01/19	Project Appraisal: M27 Junction 9 and Parkway South Roundabout Scheme	That authority to make the arrangements to implement the Scheme, including minor variations to the design or contract, be delegated to the Director of Economy, Transport and Environment	2019-01-15-EMET Decision Day-PA: M27 Junction 9 and Parkway South Roundabout Scheme (hants.gov.uk)	Estimated end date 31/8/2024
29/10/18	Infrastructure Delivery: Strategic Direction and Development of Generation 4 Construction Frameworks	That the Director of Economy, Transport and Environment be given delegated authority to agree minor variations to the items approved, in consultation with the Executive Member for Environment and Transport	https://democracy.hants.gov.uk/documents/s24842/Report.pdf	Apr-24
16/01/18	Stubbington Bypass Procurement Strategy	That authority is delegated to the Director of Economy, Transport and Environment to progress the procurement of the Early Contractor Involvement (ECI) and subsequent construction of the Stubbington Bypass Road Scheme (“the Scheme”) under a two phase process: Phase one of the process to involve the provision by the successful supplier of construction and cost advice; Phase two to be for the main works construction	Appendix 1 (hants.gov.uk)	Estimated end date 31/3/2024
16/01/18	Stubbington Bypass Procurement Strategy	That the Executive Member for Environment and Transport delegates authority to the Director of Economy, Transport, and Environment to make contingency arrangements ensuring that alternative options are available in the event that the successful contractor fails to deliver Phase One to a satisfactory standard	Appendix 1 (hants.gov.uk)	Estimated end date 31/3/2024
07/11/22	Publication of the Hampshire Concessionary Travel Scheme 2023-24	In order to ensure that the County Council meets the statutory requirements to publish the Concessionary Travel Scheme in December, authority be delegated to the Director of Economy, Transport and Environment, in consultation with the Executive Member for Highways Operations, to make changes to the scheme to reflect latest guidance from the Department for Transport and the outcome of the Passenger Transport SP23 Savings Proposals decision	Publication of the Hampshire Concessionary Travel Scheme 2023-2024-2022-11-07-ELMTES Decision Day (hants.gov.uk)	Ends on completion of the CT Scheme for 2023/24
18/11/21	Publication of the Concessionary Travel Scheme 2022-2023	As part of the recovery from Covid-19, that Authority is delegated to the Director of Economy, Transport and Environment, in consultation with the Executive Member for Highways Operations, to make changes to the scheme as advised by the Department for	Publication of the Hampshire Concessionary Travel Scheme 2022-23-2021-11-18-EMETE Decision Day (hants.gov.uk)	Mar-24

14/01/21	Framework Agreement for Bus Stop and Bus Shelter Infrastructure	That the Executive Member for Economy, Transport and Environment delegates authority to the Director of Economy, Transport and Environment to enter into the necessary Framework Agreements, in consultation with the Head of Legal Services, for the supply, installation and maintenance of Bus Stop and Bus Shelter Infrastructure, as detailed in this report, commencing on 1 May 2021 for a period of four years, up to an overall maximum value of £7million for the duration of the Framework	Framework Agreement for Bus Stop and Bus Shelter Infrastructure-2021-01-14-EMETE Decision Day (hants.gov.uk)	4 years from May 2021
14/01/21	Framework Agreement for Bus Stop and Bus Shelter Infrastructure	That authority is delegated to the Director of Economy, Transport and Environment to make minor modifications to the Framework in consultation with the Executive Member for Economy, Transport and Environment		4 years from May 2021
17/09/19	Contract for Provision of Bikeability Training 2020-2022	That authority is delegated to the Director of Economy, Transport and Environment to agree any variations to the items approved, in consultation with the Executive Member for Economy, Transport and Environment	Contract for Provision of Bikeability Training 2020-2022-2019-09-17-EMETE Decision Day (hants.gov.uk)	2026
15/01/19	Concessionary Travel Scheme Contract	That the overall approach to procuring these services as set out in Section 4 of the report be agreed in principle and that the Director of Economy, Transport and Environment be given delegated authority to develop the detail in consultation with the Executive Member for Environment and Transport	2019-01-15-EMET Decision Day-Botley Bypass (hants.gov.uk)	2025
23/09/21	Concessionary Fares and Contract Payments for Local Bus, Taxi-share and Community Transport Operators	That authority be delegated to the Director of Economy, Transport and Environment, in consultation with the Executive Member for Highways Operations, to make amendments to the payment arrangements before 31 March 2022 if the advice from central government on payments to operators changes.	Concessionary Fares and Contract Payments for Bus and Community Transport Operators-2021-09-23-EMETE Decision Day (hants.gov.uk)	
23/09/21	Concessionary Fares and Contract Payments for Local Bus, Taxi-share and Community Transport Operators	That authority be delegated to the Director of Economy, Transport and Environment, in consultation with the Executive Member for Highways Operations, to make amendments to the payment arrangements beyond the 31 March 2022 as necessary in accordance with Government guidance, subject to costs being within allocated budgets		
29/07/21	Project Appraisal: Eastleigh Area Bus Infrastructure Works	That authority to make the arrangements to implement the scheme, including minor variations to the design, be delegated to the Director of Economy, Transport and Environment.	PA - Eastleigh Area Bus Infrastructure Works-2021-07-29-EMETE Decision Day (hants.gov.uk)	
17/06/21	Procurement of new Real Time Passenger Information Framework	That the Executive Member for Highways Operations delegates authority to the Director of Economy, Transport and Environment to enter into the Framework Agreement, in consultation with the Head of Legal Services, for the supply, installation and maintenance of Real Time Passenger Information (RTPI) infrastructure, as detailed in this report, commencing during August 2021 for a period of four years, up to an overall maximum value of £16million, for the duration of the Framework.	Procurement of new RTPI Framework-2021-06-17-EMETE Decision Day (hants.gov.uk)	

17/06/21	Procurement of new Real Time Passenger Information Framework	That authority be delegated to the Director of Economy, Transport and Environment to make the necessary arrangements for implementation, including finalising the charging mechanism, and to make minor modifications to the Framework in consultation with the Executive Member for Highways Operations	
28/08/20	Covid-19 Bus Provision and Payment	That authority is delegated to the Director of Economy, Transport and Environment to award and administer any subsequent tranches of CBSSG Restart funding (or successor funding streams) that may be awarded to Hampshire County Council, up to the value of such awards and in accordance with the terms of the award.	Covid-19 Bus Provision and Payments-2020-08-28-EMETE Decision Day (hants.gov.uk)
02/07/20	Wheels to Work Loan Scheme	That the overall approach to tendering, as set out in this report, is agreed in principle, and that the Director of Economy, Transport and Environment is given delegated authority to finalise the detail including the price to quality ratio in consultation with the Executive Member for Economy, Transport and Environment	Wheels to Work Loan Scheme-2020-07-02-EMETE Decision Day (hants.gov.uk)
25/09/18	Community Transport Contracts	That the Executive Member for Environment and Transport authorises the Director of Economy, Transport and Environment to use funds from the vehicle replacement reserve up to the value of £1.88 million for vehicle replacement in accordance with the current Community Transport Operating Model	Appendix 1 (hants.gov.uk)

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HAMPSHIRE COUNTY COUNCIL

Decision Report

Decision Maker:	Executive Member for Countryside and Regulatory Services
Date:	23 January 2023
Title:	Chief Officer Delegations Register
Report From:	Director of Universal Services

Contact name: Patrick Blogg

Tel: 0370 779 6865

Email: Patrick.blogg@hants.gov.uk

Purpose of this Report

1. The purpose of this report is to redelegate authority from the Directors of Culture Communities and Business Services (CCBS) and Environment Transport and Economy (ETE) to the Director of Universal Services.

Recommendation(s)

- 1.1. That the Executive Member for Countryside and Regulatory Services approves the list of **ongoing** delegations in Appendix 1 and confirms that these are delegated to the Director of Universal Services.

Executive Summary

2. This report is required as a result of the Council's restructure on 1 January 2023 to ensure that existing delegations remain lawful and so that the new Director of Universal Services can effectively and lawfully make decisions using the delegations.

Contextual information

3. On 1 January, CCBS, ETE and Law and Governance were disbanded, and their functions primarily reallocated as appropriate to Hampshire 2050, Universal Services and People and Organisation.
4. In order to ensure the effective running of the Council existing delegations to the Directors of CCBS, ETE and the Head of Law and Governance and Monitoring Officer should be reconfirmed to the Directors of Hampshire 2050, Universal Services and People and Organisation.

5. Links to the relevant reports in the Appendices set out the rational for and the detail of each delegation.

Climate Change Impact Assessment

6. Hampshire County Council utilises two decision-making tools to assess the carbon emissions and resilience impacts 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.
7. The carbon mitigation tool and/or climate change adaptation tool are not applicable because the decision is administrative in nature.

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

Section 100 D - Local Government Act 1972 - background documents	
<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 protected characteristic that are connected to that characteristic;
- Take steps to meet the needs of persons sharing a relevant protected characteristic that are 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 in which participation by such persons is disproportionately low.

2. Equalities Impact Assessment:

2.1. There are no equality impacts arising as a result of this Report

Date of decision	Name of Report	Full Text of Delegation	Link to Report containi Expiry Date
27-Mar-74	County Estates Department Proposed Procedures	<p>That the general principles contained in the Report set out as Appendix II in the Minute Book, insofar as they are not inconsistent with the terms set out below, be approved and adopted.</p> <p>That the County Estates Officer be responsible for the day-to-day management of land held for general County purposes and non-functional property.</p>	Ongoing
02-Sep-74	County Estates Officers Authorised to Accpet Blight Notices	<p>That the County Estates Officer be authorised to accept Blight Notices which he considers to be valid and which are served in respect of properties affected by County Council proposals; and that a schedule of Notices so accepted be laid on the Table at future meetings of the Sub-Committee</p>	Ongoing
20-Feb-75	Site Acquisition - Making of Advance Payments of Compensation	<p>that, provided the agreed or estimated sums of compensation fall within the powers previously delegated to the County Estates Officer, he be authorised to agree to the advance payment of compensation on the County Council taking possession of land, within the terms of Section 52 of the Land Compensation Act, 1973</p>	Ongoing
25-Oct-79	Procedures for Land Transactions	<p>that, with the exception of disposals to District Councils, the County Estates Officer be authorised to dispose of land and property, within the limits set out in iii), iv) and v) below that is surplus to all service departmental requirements and that a schedule of such property being disposed of be sent to each member of the Sub-Committee at appropriate intervals in the period prior to any commitment being entered into;</p> <p>the acquisition of land or of an interest in land (including trade disturbance and accommodation works) up to a capital value of £100,000 or an annual rental of £10,000;</p> <p>the disposal of land or of an interest in land up to a total capital value of £100,000 or £10,000 annual rental;</p> <p>that, subject to all acquisitions being for projects in the approved capital programme or having been specifically authorised in principle by the Land Sub-Committee, the County Estates Officer be authorised to implement the delegated powers set out in a) and b) below on behalf of the Committee</p>	Ongoing
19-May-88	Settlement of Landlord's Dilapidation Claims	<p>That the County Estates Officer be authorised to settle future dilapidations claims arising from the vacation of leased property within the same financial limits as apply to his other delegated powers.</p>	Ongoing
24-Sep-92	Town and Country Planning (General Regulations) 1992 - Planning Procedures	<p>That the County Estates Officer be authorised to submit appropriate applications for planning permission under Regulations 3 and 4 of the Town and Country Planning General Regulations 1992.</p>	Ongoing
19-Feb-04	<u>Claims Under Part 1 Land Compensation Act 1973</u>	<p>That the County Estates Officer be authorised to submit appropriate applications for planning permission under Regulations 3 and 4 of the Town and Country Planning General Regulations 1992.</p>	Ongoing

11-Mar-14 Executive Member for Policy and Resources Reporting – Schedule of Routine Transactions	<p>- That, with effect from 1 April 2014, the Schedule of Routine Transactions (the Schedule) reported periodically to the Executive Member for Policy and Resources will include only those transactions which exceed the approved financial limits applied from time-to-time under the appropriate Scheme of Delegation.</p> <p>- That those minor transactions falling below the approved financial limits should be excluded from the Schedule but will be reported to the Director of Culture, Communities and Business Services for delegated approval.</p> <p>-That, subject to periodic revision by the Executive Member for Policy and Resources, the approved financial limits applicable from 1 April 2014 in respect of land and property transactions authorised under the Scheme of Delegation will be £25,000 per annum rental value and £250,000 capital value.</p>	Council meeting summa	Ongoing
22-Jan-18 Major Highway Scheme: Botley Bypass - Land Purchase	<p>That approval be given to acquire all third party interests in land, and any necessary rights, required for or to facilitate or enable the delivery of the proposed Botley Bypass (the Scheme), on detailed terms and conditions to be settled by the Director of Culture, Communities and Business Services (Strategic Manager – Assets and Development).</p> <p>b) That, in order to ensure the delivery of the major highway scheme in a timely manner, authority be given to the making of a compulsory purchase order as soon as possible to run in parallel with negotiations to preferably acquire all third party interests in land and any necessary rights by agreement.</p> <p>c) That delegated authority be given to the Director of Culture, Communities and Business Services (Strategic Manager – Assets and Development) to amend the scope of land required for the delivery of the Scheme, as shown on the appended plans, on the basis that it will not be extended but could be revised or minimised.</p> <p>d) That authority be delegated to the Director of Economy, Transport and Environment and the Head of Legal Services to progress any appropriate Orders, Notices and Statutory procedures and obtain any consents, rights or easements that are necessary for the Scheme.</p> <p>e) That, at the relevant time, the County Council's existing landholdings required for the Scheme be appropriated from County Farms purposes to Transportation (Highways) purposes.</p>	Appendix 1 (hants.gov.uk)	Ongoing
22-Jan-18 Schedule of Routine Transactions	That the Director of Culture, Communities and Business Services (Strategic Manager - Assets and Development) be authorised to settle the detailed terms and conditions	https://democracy.hants.gov.uk/documents/12212/Decision%20Record.pdf	Ongoing
19-Apr-18 Schedule of Routine Transactions	That the Director of Culture, Communities and Business Services (Strategic Manager - Assets and Development) be authorised to settle the detailed terms and conditions	https://democracy.hants.gov.uk/documents/15894/Decision%20Record.pdf	Ongoing
21-Jun-18 Schedule of Routine Transactions	That the Director of Culture, Communities and Business Services (Strategic Manager - Assets and Development) be authorised to settle the detailed terms and conditions	https://democracy.hants.gov.uk/documents/20253/Decision%20Record.pdf	Ongoing
24-Jul-18 Schedule of Routine Transactions	That the Director of Culture, Communities and Business Services (Strategic Manager - Assets and Development) be authorised to settle the detailed terms and conditions	https://democracy.hants.gov.uk/documents/21458/Decision%20Record.pdf	Ongoing

24-Jul-18 Major Highway Scheme: M27 Junction 9 and Parkway South Roundabout, Whiteley – Land Purchase	<p>That approval be given to acquire all third party interests in land and any necessary rights required for or to facilitate / enable the delivery of the M27 Junction 9 and Parkway South Roundabout Scheme in Whiteley, on detailed terms and conditions to be settled by the Director of Culture, Community and Business Services (Strategic Manager – Assets and Development).</p> <p>That, in order to ensure the delivery of the M27 Junction 9 and Parkway South Roundabout Scheme in a timely manner, authority be given to the making of a Compulsory Purchase Order as soon as possible to run in parallel with negotiations to preferably acquire all third party interests in land and any necessary rights by agreement.</p> <p>That delegated authority be given to the Director of Culture, Community and Business Services (Strategic Manager – Assets and Development) to amend the scope of the land to be acquired, as shown on the appended plans, on the basis that it will not be extended, but it could be refined / minimised.</p> <p>That authority be given to progress any appropriate Orders, Notices, or Statutory procedures and obtain any consents, rights or easements that are necessary for the M27 Junction 9 and Parkway South Roundabout Scheme.</p>	Ongoing	
26-Sep-18 Schedule of Routine Transactions	That the Director of Culture, Communities and Business Services (Strategic Manager - Assets and Development) be authorised to settle the detailed terms and conditions	https://democracy.hants.gov.uk/documents/23158/Decision%20Record.pdf	Ongoing
26-Sep-18 Robert May's School, Odiham – Addi	That delegated authority is given to the Director of Culture, Communities and Business Services (Assistant Director – Property and Facilities) to amend the scope of land required for the delivery of the Scheme, as shown on plan A/02/573, on the basis that it will not be extended but could be revised or minimised.	https://democracy.hants.gov.uk/documents/g5510/Public%20minutes%2017th-Jan-2020%2014.00%20Executive%20Member%20for%20Policy%20and%20Resources%20Decision%20Day.pdf?T=11	

13-Dec-18	Major Highway Scheme: Botley Bypass - Land Purchase Update	<p>That approval be given to acquire all third party interests in land, and any necessary rights, required for or to facilitate or enable the delivery of the proposed Botley Bypass (the Scheme), on detailed terms and conditions to be settled by the Director of Culture, Communities and Business Services (Strategic Manager – Assets and Development).</p> <p>1.2. That, in order to ensure the delivery of the major highway scheme in a timely manner, authority be given to the making of a compulsory purchase order as soon as possible to run in parallel with negotiations to preferably acquire all third party interests in land and any necessary rights by agreement.</p> <p>1.3. That delegated authority is given to the Director of Culture, Communities and Business Services (Strategic Manager – Assets and Development) to amend the scope of land required for the delivery of the Scheme, as shown on the appended plans, on the basis that it will not be extended but could be revised or minimised.</p> <p>1.4. That authority be delegated to the Director of Economy, Transport and Environment and the Head of Legal Services to progress any appropriate Orders, Notices and Statutory procedures and obtain any consents, rights or easements that are necessary for the Scheme.</p> <p>1.5. That, at the relevant time, the County Council's existing landholdings required for the Scheme be appropriated from County Farms purposes to Transportation (Highways) purposes.</p>	2018-12-13 EMPR Major Highway Scheme Botley Bypass	Ongoing
13-Dec-18	Major Highway Scheme: Botley Bypass – Land purchase update	<p>That approval be given to acquire all third party interests in land, and any necessary rights, required for or to facilitate or enable the delivery of the proposed Botley Bypass (the Scheme), on detailed terms and conditions to be settled by the Director of Culture, Communities and Business Services (Strategic Manager – Assets and Development).</p> <p>That, in order to ensure the delivery of the major highway scheme in a timely manner, authority be given to the making of a compulsory purchase order as soon as possible to run in parallel with negotiations to preferably acquire all third party interests in land and any necessary rights by agreement.</p> <p>That delegated authority is given to the Director of Culture, Communities and Business Services (Strategic Manager – Assets and Development) to amend the scope of land required for the delivery of the Scheme, as shown on the appended plans, on the basis that it will not be extended but could be revised or minimised.</p> <p>That authority be delegated to the Director of Economy, Transport and Environment and the Head of Legal Services to progress any appropriate Orders, Notices and Statutory procedures and obtain any consents, rights or easements that are necessary for the Scheme.</p>		Ongoing
25-Apr-19	Schedule of Routine Transactions	<p>That, at the relevant time, the County Council's</p> <p>That the Director of Culture, Communities and Business Services (Strategic Manager - Assets and Development) be authorised to settle the detailed terms and conditions</p>	https://democracy.hants.gov.uk/documents/33339/Decision%20Record.pdf	Ongoing
25-Jul-19	Schedule of Routine Transactions	<p>That the Director of Culture, Communities and Business Services (Strategic Manager - Assets and Development) be authorised to settle the detailed terms and conditions</p>	https://democracy.hants.gov.uk/documents/37127/Decision%20Record.pdf	Ongoing

24-Sep-19	Schedule of Routine Transactions	That the Director of Culture, Communities and Business Services (Strategic Manager - Assets and Development) be authorised to settle the detailed terms and conditions	https://democracy.hants.gov.uk/documents/s39003/Decision%20Record.pdf	Ongoing
14-Nov-19	Schedule of Routine Transactions	The Executive Member for Policy and Resources has previously approved the recommendation and has given authority for the Assistant Director – Property Services to sign off the decision regarding the last entry in the Schedule, in advance of the decision day, to ensure a timely agreement with the tenant . This decision is confirmation of that agreement. That the Director of Culture, Communities and Business Services, Assistant Director – Property Services be authorised to settle the detailed terms and conditions.	https://democracy.hants.gov.uk/documents/s41020/Decision%20Record.pdf	Ongoing
17-Jan-20	Schedule of Routine Transactions	That the Director of Culture, Communities and Business Services, Assistant Director – Property and Facilities be authorised to settle the detailed terms and conditions.	https://democracy.hants.gov.uk/documents/s43881/Decision%20Record.pdf	Ongoing
17-Jan-20	Robert May's School, Odiham – A	That authority be delegated to the Director of Children's Services, the Director of Culture, Communities and Business Services and the head of Legal Service to progress any appropriate Orders, Notices and Statutory procedures and obtain any consents, rights or easements that are necessary for the Scheme.	https://democracy.hants.gov.uk/document/s/g5510/Public%20minutes%2017th-Jan-2020%2014.00%20Executive%20Member%20for%20Policy%20and%20Resources%20Decision%20Day.pdf?T=11	Ongoing
05-Mar-20	Schedule of Routine Transactions	That the Director of Culture, Communities and Business Services, Assistant Director – Property and Facilities be authorised to settle the detailed terms and conditions.	https://democracy.hants.gov.uk/documents/s46597/Decision%20Record.pdf	Ongoing
05-Mar-20	Project Appraisal: Refurbishment of Rookwood	Delegates authority to make the arrangements to implement the scheme, including minor variations to the design or contract, to the Director of Culture, Communities and Business Services.	https://democracy.hants.gov.uk/documents/s77630/Report.pdf	
05-Mar-20	Property Services Asset Decisions	That the Director of Culture, Communities and Business Services, Assistant Director – Property and Facilities be authorised to settle the detailed terms and conditions.	HAMPSHIRE COUNTY	ongoing
05-Mar-20	Property Services Managing Hampshire's Built Estate	That the Executive Member EMCSEP approves the proposal at paragraph 40 to consolidate the remaining £1.45 million of Energy Performance Programme funding to support the County Council's decarbonisation programme and delegates the commitment of this funding to individual projects to the Director of Communities, Culture and Business Services.	2022-10-12 FINAL EMC	ongoing
20-Jul-20	Property Services Asset Decisions	That the Director of Culture, Communities and Business Services, Assistant Director – Property and Facilities be authorised to settle the detailed terms and conditions.	https://democracy.hants.gov.uk/documents/s54687/Decision%20Record.pdf	Ongoing
17-Mar-21	Property Services Asset Decisions	That the Director of Culture, Communities and Business Services, Assistant Director – Property and Facilities be authorised to settle the detailed terms and conditions.	https://democracy.hants.gov.uk/documents/s68237/Decision%20Record.pdf	Ongoing
11-Oct-21	Property Services Asset Decisions	That the Director of Culture, Communities and Business Services, Assistant Director – Property and Facilities be authorised to settle the detailed terms and conditions.	https://democracy.hants.gov.uk/documents/s85929/Decision%20Record.pdf	Ongoing

21-Jan-22 Property Services Asset Decisions

<https://democracy.hants.gov.uk/documents/s90358/Decision%20Record.pdf> Ongoing

	That the Director of Culture, Communities and Business Services, Assistant Director – Property and Facilities be authorised to settle the detailed terms and conditions.		
06-Apr-22 Property Services Asset Decisions	That the Director of Culture, Communities and Business Services, Assistant Director – Property and Facilities be authorised to settle the detailed terms and conditions.	https://democracy.hants.gov.uk/ieListDocuments.aspx?Cid=766&Mid=9841	Ongoing
14-Jun-22 Property Services Asset Decisions	That the Director of Culture, Communities and Business Services, Assistant Director – Property and Facilities be authorised to settle the detailed terms and conditions.	https://democracy.hants.gov.uk/ieListDocuments.aspx?Cid=766&Mid=10008	Ongoing
12-Oct-22 Property Services Asset Decisions	That the Director of Culture, Communities and Business Services, Assistant Director – Property and Facilities be authorised to settle the detailed terms and conditions.	https://democracy.hants.gov.uk/ieListDocuments.aspx?Cid=766&Mid=10009	Ongoing

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of the Local Government Act 1972.

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