

HAMPSHIRE COUNTY COUNCIL

Decision Report

Decision Maker:	Executive Lead Member for Universal Services
Date:	27 November 2023
Title:	Universal Services Capital Programme Quarter 2 2023/24
Report From:	Director of Universal Services

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Purpose of this Report

1. The purpose of this report is to provide a short narrative summary on early progress of the capital programme in 2023/24 and provide recommendations for changes to the programme in 2023/24 and beyond.
2. There are 3 additional appendices which provide further detailed information, if required, and they will be identified where relevant throughout this paper.

Recommendations

3. That the Executive Lead Member for Universal Services approves the addition to the 2023/24 capital programme of three Ground Source Heat Pump pilot schemes at the following schools:
 - Heatherside Junior School, at a value of £557,832, to be funded by Public Sector Decarbonisation Scheme funding and Schools Condition Allocation grant;
 - Hiltingbury Junior School, at a value of £576,120, to be funded by Public Sector Decarbonisation Scheme funding and Schools Condition Allocation grant; and
 - Nightingale Primary School, at a value of £621,865, to be funded by Public Sector Decarbonisation Scheme funding and Schools Condition Allocation grant.
4. That the Executive Lead Member for Universal Services notes the significant work being undertaken to progress the capital programme so far in 2023/24.

Executive Summary

5. This report provides an update on the capital programme for the Universal Services Directorate.
6. It should be noted that the Universal Services capital programme currently includes elements that are now led within the Hampshire 2050 Directorate, namely Advance & Advantageous Land Purchases, Strategic Land Purchases,

Botley/Uplands Development Infrastructure (UDI), Investment in Hampshire and Rural Broadband. The figures for these elements are included within this report for completeness, however this report primarily focuses on the elements which are led within the Universal Services Directorate.

7. The report is split into the capital programmes for the four branch areas as outlined below: Highways and Transport (paragraphs 17 to 54), Property Services (paragraphs 55 to 68), Recreation (paragraphs 69 to 79) and Waste and Environmental Services (paragraphs 80 to 85).
8. The Universal Services 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.
9. As reported in the last quarterly update, inflationary levels across the construction sector continue to have a significant financial impact on delivery of the capital programme. Within Highways and Transport, recent work to understand the extent of the inflationary impact has shown that since 2019 the County Council has seen an inflationary increase in works costs in the order of 35%. This figure concurs with the Building Cost Information Service (BCIS) Tender Price Index (TPI) for Road Construction which cites an increase over this same period of 38%.
10. To manage this inbuilt pressure, the County Council reviews and challenge all project costs to ensure they align with today's prices and are not artificially inflated. Where costs have increased due to global and national inflation and the cost increase is not met by the external funding body, Hampshire County Council have put measures in place to mitigate the financial impact. These measures include value engineering collaboratively with the supply chain, reducing the extent of the works if possible and exploring further funding options where appropriate such as the corporate capital inflation risk reserve (announced by the Council in July 2022) in relation to unavoidable inflationary pressures.
11. Gross spend across the capital programme from 1 April to 30 September 2023 is £57.0 million. The position for each of the branches is summarised in the table below.

Summary of capital programme spend 2023/24

	2023/24 £'000
Highways and Transport	45,587
Property Services	7,016
Recreation	994
Waste and Environmental Services	241
Sub-Total	53,838

Hampshire 2050 lead	3,304
Total	57,142

Further details of the spend per branch are included in Appendix 1.

12. A comprehensive review of planned expenditure will be undertaken through the autumn and reported in a future Capital Programme update.
13. The Universal Services 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. The sub-programme updates within this report, provide further details on some of the low carbon initiatives being adopted by the directorate.

2023-24 Programmes: progress to date

14. This section details progress made so far this year and significant challenges and opportunities for the Universal Services capital programme in 2023/24 and future years split out across the four branches.
15. Where required, it also provides recommendations for the Executive Lead Member for Universal Services.
16. The following Project Appraisals have been approved by the Executive Lead Member for Universal Services since the Capital Programme Quarter 1 2023/24 update:
 - Southampton and South-West Hampshire Transforming Cities Fund (TCF) Rushington Scheme (£2.839 million)
 - Southampton and South-West Hampshire Transforming Cities Fund (TCF) A27 Providence Hill Bursledon (£2.826 million)

Highways and Transport capital programme

Structural Maintenance Programme

17. The current programme shows 308 schemes of which 53% are built, which is lower than anticipated at this point in the annual cycle. Surface treatments, in particular, have suffered this year already as poor weather conditions have resulted in over 30 surface dressing schemes being deferred, which is around a third of the total programme. It is expected that whilst some of these sites can be delivered in Q4 weather permitting, the majority will need to roll forward into the next financial year.
18. The poor winter weather and subsequent network deterioration has resulted in funding levels increasing halfway through Q1, which has put a huge pressure on the team to identify new sites for treatment and also continue with business as usual and ensure a consistent workflow is produced through the optimum spring/summer months.

19. This approach has meant that the usual prerequisite planning is difficult to achieve and still deliver works before the winter. S58 protection requires 3 months' notice, and this cannot be achieved in many cases meaning roads will not be protected against 3rd party interventions, for example utility companies.
20. The Highways Service has already undertaken work in response to the severe weather experienced over the 22/23 winter season, and this is detailed in another report to the Executive Member in November, together with a proposed delivery strategy for the County Council's new Stronger Roads Today campaign.
21. Turning to the Bridges sub-programme, replacement of Tunbridge in Garnier Road, Winchester progressed, with removal of the old bridge beams and strengthening of the supports. At the same time, drainage and surfacing works were undertaken within the road closure and the contractor, SGN took the opportunity to repair/replace sections of their gas apparatus.
22. At the Redbridge Causeway, Totton, repairs to the top of the three eastbound bridges and sections of carriageway between them, were successfully completed and the carriageway fully re-opened to traffic. Concrete repairs underneath the bridges and adjacent to the railway is ongoing.
23. Regular inspections and maintenance of the 1,750 County owned highway structures have continued with the Council working closely with Network Rail to develop mitigation measures at possible road vehicle incursion sites.
24. As mentioned in the last update, recruitment and retention of senior staff within the Bridges Teams remains the major challenge as Bridge Engineers remain in short supply nationally and the County Council is in competition with private sector consultants.

Integrated Transport Programme

25. Delivery of the Integrated Transport infrastructure programme is progressing well with a number of schemes in construction, scheduled to complete by the end of 2023/24. This includes Brighton Hill Roundabout, Basingstoke which delivers capacity, walking and cycling improvements; Elmleigh Road, Havant which delivers a high-quality cycling scheme; flood alleviation measures at A32 Farrington; and Botley UDI infrastructure supporting Deer Park School including future development and highway improvements.
26. Public realm and transport improvements at Arrival Square, Whitehill & Bordon have been completed during this reporting period, which is an excellent example of a partnership project between Whitehill & Bordon Regeneration Company and East Hants. District Council with Hampshire County Council delivering the project on behalf of the developer.
27. Excellent progress has been made across the Transforming Cities programmes delivering walking, cycling and public transport improvements across the Portsmouth and Southampton city regions.
28. All County Council projects within the Portsmouth and South East Hampshire portfolio are now complete or in construction with works commencing on Delme to Downend Road (capacity, bus, walking and cycling improvements - including

access to Cams Hill School) and Park Road South (road widening to reduce congestion) commencing during this quarter. Schemes at Elmleigh Road (high-quality cycle route) and Gosport Interchange continue on-site.

29. Within the Southampton and South West Hampshire portfolio, construction of high-quality cycle facilities in Eastleigh is underway and works have commenced on the Eling to Holbury cycle route and Marchwood Bypass / Rushington roundabout (bus improvements and road safety measures) during this period. Schemes in Providence Hill (cycle route) and Junction Road, Totton (bus improvements) are scheduled to commence in early 2024.
30. Delivery of capital projects continues to face ongoing financial challenges during this reporting period caused by a combination of baseline inflation and market conditions. This is particularly prevalent in relation to grant funded schemes where funding was secured some time ago and is 'capped'. Cost increases subsequent to award are being managed by descoping scheme designs or utilising County Council resources.
31. Delivery of the A326(South) junction improvement project has been paused due to a delay in confirming the funding package which is a combination of private (developer) funding, Solent LEP funding and Hampshire County Council resources.
32. In November 2022, an update was presented to the Executive Lead Member for Transport and Environment Strategy on the [Transforming Cities Fund Portsmouth and Southampton](#). This report outlined the deliverability risks associated with the Southampton and South West Hampshire Transforming Cities Fund (TCF) programme focussing in particular on the Bishopstoke Road scheme and rising inflation across all schemes. After attempting to optimise the programme for the Bishopstoke Road scheme, it has become clear that it requires more time to deliver than originally planned and so is not deliverable within the time frame required by the DfT funding. This is due to the need to design and seek various external approvals to the mitigation required for the scheme. A matter which was anticipated in early design phases, but which has become significantly more complicated than originally thought.
33. As a result, an alternative low-cost technology-based bus priority scheme is being developed for the whole bus route serving this corridor. The technology will provide bus priority by detecting oncoming buses and bringing forward the green phase at traffic signal junctions along the route to reduce the time buses have to wait. The change still meets the TCF programme objectives and aims to give similar journey time savings for buses. Furthermore, it is deliverable within the funding timeline as it is relatively straightforward to design and deliver. However, there is a need to submit a "change control" request to the Department for Transport to seek approval and it is expected that the approval will be in place in time to update the Executive Lead member at Decision Day in January 2024. It should be noted that it is possible the approval will not be forthcoming, but this is considered unlikely as the proposed change is compliant with the scheme description in the original bid and does not seek additional funding or an extension to the funding period.

34. The original Bishopstoke Road scheme remains an important corridor enhancement and so the intention is to seek ways to refinance the scheme and deliver it to a new timeline.
35. In addition to the position on the Bishopstoke Road scheme, the design solutions for projects at Eling to Holbury (Cycle Route), Providence Hill (Cycle Route) and Junction Road, Totton (Bus Improvements) have altered to ensure affordability and deliverability within the TCF funding 'window'. The original scheme objectives have been preserved and benefits will be delivered which offer value for money.
36. The cycle route at Eling to Holbury retains a majority of the original proposals but some sections have been altered. The revised scheme focuses on the areas where there is no existing infrastructure and there is greater need based on safety and comfort of the route. The route section along Fawley Road, Long Lane and Long Lane Service Road has been omitted due to the significant amount of drainage and physical construction works required which were cost prohibitive. There is an existing cycle route in this section and, overall, there was mixed local support for the proposed improvements in Long Lane Service. These minor design variations have been authorised under delegated powers as approved in the project appraisal for this scheme brought to May 2022 decision day.
37. The cycle route at Providence Hill currently omits the section on the approaches to the Windhover roundabout. The reason for this approach is that the National Highways improvement scheme at the roundabout has been delayed following the outcome of the Public Inquiry where the Secretary of State for Transport decided that the Orders will not be confirmed at present. National Highways remain committed to delivering a scheme and their focus is on reviewing the design with the supply chain to identify a way of delivering a scheme which isn't reliant upon third-party land. Hampshire County Council also remains committed to delivering new walking and cycling facilities in this area. However, it would be prudent to await the outcome of the National Highways review and ensure that both schemes align.
38. Alongside the changes at Windhover roundabout, there are affordability challenges to deliver the original scheme and revised solutions are being developed which may result in an amended scheme. Conversely, there may be opportunities to secure additional funding through a bid for Active Travel Fund enabling a full scheme to be delivered. As there are a number of evolving elements, a further update will be brought back to the Executive Lead Member Decision Day in January 2024. Therefore, it should be noted that the original scheme will not be delivered in its entirety by 31 March 2024 which was the original intention within the funding award from DfT through the TCF programme. However, as the funding package for the scheme consists of DfT grant and S106 funding, it is forecast that the DfT grant element will be fully spent by the funding deadline.
39. The scheme at Junction Road, Totton will deliver bus improvements and benefits to buses by opening access at Junction Road and Commercial Road, which aligns with the original TCF bid. However, the solution has been amended

to remove the proposed traffic signals and deliver benefits through a traditional junction arrangement, thereby creating a scheme which is affordable and deliverable within the funding period and spend envelope. An updated Project Appraisal to seek approval for these variations will be brought to Universal Services Executive Lead Member Decision Day in January 2024.

40. The County Council is acting as the delivery organisation for the M27 Junction 10 improvement, a significant and complex project that is required to fully enable the Welborne Garden Village development. Part of the scheme is on the Strategic Road Network, which is managed by National Highways, and consequently legal agreements have been required to enable the County Council to manage and implement those elements of the project that are on their network. The project is funded from a mix of sources including Housing Investment Grant from Homes England and also Section 106 contributions from the developer of the Garden Village, and it has a current cost forecast of circa £97million.
41. June saw a high-profile visit from Rt Hon Michael Gove, Secretary of State for Levelling Up, Housing and Communities, and also Rt Hon Suella Braverman, in her capacity as the local Member of Parliament for the Fareham area. Both were supportive of the Welborne concept and the need to improve the motorway junction to enable the full development to take place.
42. A 'design-and-build' contract is being used with the detailed design and technical approvals now well advanced. An update will be brought to Cabinet in the next few months.
43. Inflationary levels across the construction sector continue to have a significant financial impact on delivery of the capital programme. Within Highways and Transport, recent work to understand the extent of the inflationary impact has shown that since 2019 the County Council has seen an inflationary increase in works costs in the order of 35%. This figure concurs with the Building Cost Information Service (BCIS) Tender Price Index (TPI) for Road Construction which cites an increase over this same period of 38%. In addition, when benchmarked against other local authorities undertaking similar projects the increase is the same.
44. As standard practice, each of the schemes are allocated a trained Quantity Surveyors who review and challenge all project costs to ensure they align with today's prices and are not in any way artificially inflated. Where costs have increased due to global and national inflation and the cost increase is not met by the funder, Hampshire County Council have put measures in place to mitigate the financial impact. These measures include value engineering collaboratively with the supply chain and reducing the extent of the works where appropriate.
45. Despite the project teams working closely to achieve an affordable, value for money position, it is clear that additional funding will be required, and further funding options are being explored. As a result, funding requests totalling £1.65 million from the corporate capital inflation risk reserve have been submitted for two Southampton and South West Hampshire TCF schemes - A27 Providence Hill Cycle Route and Marchwood Bypass bus improvements; and two

Portsmouth and South East Hampshire TCF schemes - Gosport Bus Station and A27 Delme Roundabout to Downend Road, Southampton (TBC)

46. Turning now to the 2023/24 Casualty Reduction works sub-programme, which consists of a range of safety improvement schemes due to be implemented across the county. There are 104 schemes currently programmed, an increase of 19 compared to Q1, 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, £0.482 million has been spent with 17 schemes completed, 25 on order with our contractor, 25 in design and 4 deleted due to improving collision records. 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, there has also been a move 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.
47. Two locations, B3272 Reading Road junction Sandhurst Lane, Yateley and B3011/C24 Bramshill Road, Heckfield are being investigated for possible longer term higher cost measures as collisions continue despite recent works. In addition, following a fatal collision both short term and longer-term measures at the A31, Froyle (outside the Hen and Chicken PH) are being reviewed, which will include data gathering and a likely feasibility study.

Community Transport Programme

48. Since the last quarterly update, there have been a further 5 vehicles purchased as outlined below:

Test Valley Connect Minibus Hire (formerly minibus Group Hire):	HCC contribution of £44,000 (total vehicle price £53,470)
Basingstoke Connect (formerly Dial a Ride):	2 vehicles at £37,250 each
Havant Connect (formerly Havant Call & Go):	£39,500
Winchester Connect Minibus Hire (formerly Winchester Minibus Group Hire):	HCC contribution of £8,250 (total vehicle price £15,000)

49. These vehicles are Euro 6 compliant which is an improvement upon the vehicles that they replaced.
50. 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.

51. In addition, 5 mopeds have been purchased at a total cost of £11,246 as part of the Wheels to Work scheme, which is funded by the Vehicle Replacement Reserve.

Hampshire Transport Management Transport Programme

52. The forecast vehicle spend for 2023/24, based on expected lead times, is £3.65million. This includes £0.675million for Hampshire Highways' 35 vans, which have an 8-month lead time and could arrive in this financial year. These figures are based on current orders and predicted lead times. For the larger vehicles, the lead times are still in excess of 12 months. Total spend for the last quarter was £0.640million.
53. This estimate excludes any additional new orders being placed in 2023/24 as they are unknown at the time of writing, although with the long vehicle lead times, any vehicles ordered now are unlikely to be delivered in this financial year.
54. There are four electric vehicles and two hybrid vehicles currently on order, which contributes to the County Council climate change targets. All specialist vehicles are ordered with diesel engines, as these can use our 89% lower carbon emission Hydrotreated Vegetable Oil (HVO) fuel in the depots.

Property Services capital programme

Corporate Estate Programme

55. Corporate Estate projects now completed, in delivery or mobilising to site include fire precaution update works in the HQ, vehicle and pedestrian safety upgrades, and landscaping upgrades. These are primarily projects rolled over from last financial year.
56. Additionally, energy efficiency infrastructure upgrade schemes are in design and a further phase of infrastructure upgrades to the building management system in the HQ is ongoing to facilitate greater resilience for the future increased operational use.
57. The number of capital projects completed on the corporate estate continues to be limited by further resource pressures and prioritisation against critical revenue maintenance work, including structural repairs and fire safety repairs, as well as the continued capital priorities on the Adults Health & Care (AHC) estate. Ongoing challenges in the construction industry recruitment market indicate that this prioritisation will remain necessary in the year ahead.
58. The current programme of essential health and safety works on the AHC estate comprises three phases; Phase 1 is complete and Phase 2 works are proceeding well and nearing completion. There are some planned works from the programme (consisting of kitchen refurbishments and flat roofing works at several sites) which have been deferred due to the high likelihood that the affected sites would require more extensive work as part of the AHC HCC Care Service & Capital Strategy. To proceed with these works, when the sites will likely be subject to more comprehensive refurbishment, does not represent an efficient use of resources. Funds for the deferred Phase 2 works have been

carried forward to Phase 3, which prioritises planned essential health and safety works to be completed with no additional funding from either AHC or Corporate budgets being necessary.

59. The corporate office strategy and asset rationalisation programmes are also ongoing, with a broad strategy now agreed and with a greater focus on the detail and potential sites in scope. The strategic review is focusing consolidation and rationalisation in the Winchester accommodation review and wider area reviews.
60. A number of planned capital investment schemes in the corporate estate that are still on hold subject to the strategic asset management review of office accommodation. This includes the £2.5m allocated to Fareham Parkway improvements and it is anticipated that a clear decision on this project will be made later in the year. The Elizabeth II Court podium meeting rooms project (£1.4m) is also currently on hold and under review.
61. It is clear that the ongoing upkeep and maintenance of the ageing corporate estate, and the pressure on County Council budgets across all areas of the estate including office accommodation and the AHC portfolio, continues to be challenging. The additional £1.5m capital improvement programme for 2023/24 is being developed but is likely to start being delivered in 2024/25.

Energy Performance Programme

62. The 2023/24 Energy Performance programme will see pilot schemes delivered for 'Bivalent' hybrid boilers (combining heat pumps with an existing/traditional boiler) and battery storage technology to more efficiently use energy generated by photovoltaics. Three corporate sites have been identified for further investigative work for 'Bivalent' hybrid boilers to determine suitability. Similarly, a viability study is underway for a solar and battery storage pilot project.

Schools Condition Programme

63. Over the summer the re-roofing works at Red Barn Primary and Springwood Junior have been successfully completed. Work has recently started on site on the lower carbon SCOLA recladding pilot at Hiltingbury Junior school, including the provision of low carbon temporary modular buildings for the school to decant into whilst the work is ongoing. Design work is ongoing for the SCOLA recladding project at Hart Plain Infant with the planning application submitted over the summer. Design work has started on the re-roofing of Fleet Infant school, which is a Grade 2 listed building, including consultation with the Historic Buildings Officer.
64. It has been recently confirmed that Orchard Lea Infant school, Horndean Junior School and Cranbourne School have entered the DfE school rebuilding programme in Phase 1 and initial meetings have been held with the DfE delivery teams. Marchwood Infant and the Hurst Schools are due to enter the programme in Phase 2 which will start in 2025. Baycroft and Lakeside schools are in phase 3 of the programmes due to start no earlier than 2027.
65. In the October 2022 'Managing Hampshire's Built Estate' report to the Building, Land and Procurement Panel, it was noted that an application had been made

to Salix for funding towards heat pump projects at Heatherside Junior, Hiltingbury Junior, and Nightingale Primary schools. Notification that this bid was successful was received in April 2023 and Hampshire County Council will be receiving a grant of £931,685. As part of the bid there is a requirement to provide funding for some elements of the work amounting to £824,132 from the School Condition Allocation grant.

66. The funding breakdown is as follows:

School	Public Sector Decarbonisation Funding	School Condition Allocation Grant	Total Funding
Heatherside Junior	£226,669	£331,163	£557,832
Hiltingbury Junior	£329,846	£246,274	£576,120
Nightingale Primary	£375,170	£246,695	621,865
Total	£931,685	£824,132	£1,755,817

67. These pilot projects will trial the installation of retrofit ground source heat pumps, a low carbon heating supply, in the County Council's school buildings. The projects comprise of the installation of a ground source heating pump, modifications and adaptations to the existing building heating distribution systems, power supplies, associated builders works, and landscaping. Design work is in progress with the expectation that works will be in ordered in Spring 2024 and work will start on site in summer 2024.

68. It is recommended that the Executive Lead Member for Universal Services approves the addition to the 2023/24 capital programme of these three Ground Source Heat Pump schemes.

Recreation Capital Programme

Countryside Services Programme

69. Several bridges and rights of way schemes have been completed in the first half of the financial year. These include the West Meon footpath surface improvements, the Ellingham, Harbridge and Ibsley bridges scheme, East Meon byways and the Andover footpath scheme which is a key route to school. Work has now started on the Worthy Down to Barton Farm countryside route, Botley footpath improvements, additional East Meon byways and Bunny Meadows footpath. Other planned works have been delayed due to landowner, flood risk assessment planning permission, and contractor delays. Projects are in progress and out to tender but not due for completion before the second half of 2023/24.

70. Work is progressing under the Countryside Improvements programme, with the aim of implementing new Changing Places at River Hamble and Queen Elizabeth Country Parks this autumn.
71. The £0.6m Hayling Billy trail scheme is currently in the detailed design stage and will provide a route for walkers, cyclists and horse riders following the alignment of the disused railway line along the western side of Hayling Island.
72. The £0.775 million funding for Titchfield Haven Nature Reserve was carried forward to 2023/24, as the phase one works were delayed due to Haven House being listed as an asset of community value. Asset investment planning (to include urgent works) has now resumed and plans for the staff and visitor welfare facilities are pending approval. There may be a requirement to spend at risk for urgent health and safety related works.
73. The Director of Universal Services has approved the addition of eight countryside schemes to the 2023/24 programme, totalling £1.4 million. These include improvements to rights of way and the construction of country park changing place facilities and are funded from a variety of sources including Section 106 agreements and grants. A list of the added schemes is provided in Appendix 3.

Hampshire Outdoor Centres Programme

74. Detailed feasibility work on nine projects across the three outdoor centres has been refined over the last quarter. Planning permission will likely be required for works at Tile Barn and a master planning exercise is currently underway. It is anticipated the Argoed Lwyd electrical capacity upgrade will be progressed first and delivered early in 2024, subject to further scrutiny and procurement timelines.
75. Cost of Change funding of £1million has been allocated to Calshot Futures interim works, to address non-lifecycle maintenance issues and make minor improvements. An options appraisal has been prepared, reporting back on requested investigations, and outlining future options. It is anticipated that following this report, a revised priority list will be agreed.

County Farms

76. County Farms Estate building projects at Lyde Green Farm and Hollam Hill Farm remain on schedule for delivery in 2023/24.
77. Project options are being reviewed for the funding for other improvements to residential and farm buildings across the County Farms estate, including energy efficiency measures.

Basingstoke Canal

78. Design of the Swan Cutting stabilisation has been completed, but this has highlighted issues about construction and practical delivery. The recommendation of early contractor involvement to firm up these issues, and influence whether additional permissions are required, is having a delaying

effect on the programme. The main construction phase is now unlikely before 2024/25.

79. Tenders are being sought for other canal management work including sluice replacement, path surfaces and canal structures projects. For the majority of canal projects, expenditure is not expected until the last quarter of 2023/24.

Waste and Environmental Services capital programme

Waste Programme

80. Following the policy shift from 'Consistency in Recycling' to 'Simpler Recycling' announced by the Prime Minister at the end of Q2, there is continued uncertainty about the impact this will have on the proposed Materials Recycling Facility being developed in Eastleigh. Work has been ongoing to ensure the utilities connections are in place, alongside works to discharge the planning conditions, with further progress paused whilst clarity is sought on the Government's position.
81. The Hook Lane Flare and Leachate Tank replacement works have been completed. However, due to the significant increase in costs as a result of steel production price increase, the replacement of the Bramshill Flare and Leachate Tank and the Leachate Tank at Somerley have been delayed. It is expected that the cost of the leachate tanks will be approximately £75,000 based on the cost of the Hook Lane one, and the Flare at Bramshill will be a further £60,000. The timeframe for delivery of these works is being developed now and further information will be provided in the next update.
82. Work is also required to resurface the Efford Household Waste Recycling Centre (HWRC) haulage road which has deteriorated significantly. The costs are shared with the landowner and the County Council's share is £0.102 million. The timing for these works will be provided as part of the next capital programme update.

Flood Risk and Coastal Defence Programme

83. Phase 2b of the A32 Farringdon to Chawton Flood Alleviation Scheme continues with mostly off highway work by Rocon Contractors Ltd. A temporary road closure will be required at the junction of Mary Lane with the A32 in mid-October to enable the works, which are expected to take 2-3 weeks. Scheme costs have risen due to unforeseen issues, additional time and complications arising from the need to access private land and an application for planning permission. Measures to mitigate the impact of these are being investigated and implemented where appropriate. A Community Infrastructure Levy (CIL) funding application for £0.130 million funding from EHDC was successful and a decision is awaited on a further CIL application of £0.070 million with South Downs National Park Authority (SDNPA) and a further contribution of £0.070 million from the Environment Agency Flood Defence Grant in Aid, to help cover inflationary costs since the Outline Business Case was approved in June 2020.

84. The Outer Winchester Flood Alleviation Scheme covers Littleton, Headbourne Worthy, and Kings Worthy locations. The Phase 2 works at Headbourne Worthy will be delivered this financial year. The Littleton works have been pushed back to March 2024 to give the landowners time to sign the license agreements (deadline 31 October 2023) enabling the County Council to undertake work on their land. This delay has increased project costs due to inflation impacts, loss of some efficiencies from delivering the Headbourne Worthy and Littleton work separately, and additional fee to progress and secure the necessary agreements. However, the estimated cost of the scheme remains within the budget agreed in the Project Appraisal.
85. The future Flood Risk and Coastal Defence programme will be determined using the County Council's new suite of Catchment Management Plans and the action plans that will emerge from these. Catchment Management Plans have been produced for Hampshire's 18 river catchments to identify Priority Areas (where flood risk is a particular concern), and to inform the policies and actions needed to address the flooding. The County Council's Strategic Flood and Water Management Strategy, Catchment Management Plans and the Flood Risk and Coastal Defence Programme provide a joined-up approach to mitigating the impacts of climate change by reducing the risk of flooding, creating a safer, more resilient Hampshire, and protecting people, homes, businesses, and key infrastructure.

Consultation and Equalities

86. This a financial report amending or proposing budgets for programmes and individual schemes, and therefore does not require a consultation.
87. 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

88. 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.
89. 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>ETE Proposed Capital Programme 2023/24, 2024/25 and 2025/26</u>	23/01/2023
Direct links to specific legislation or Government Directives	
<u>Title</u>	<u>Date</u>

Section 100 D - Local Government Act 1972 - background documents

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

<u>Document</u>	<u>Location</u>
None	

EQUALITIES IMPACT ASSESSMENT:

1. Equality Duty

The County Council has a duty under Section 149 of the Equality Act 2010 ('the Act') to have due regard in the exercise of its functions to the need to:

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

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

- The need to remove or minimise disadvantages suffered by persons sharing a relevant characteristic connected to that characteristic;
- Take steps to meet the needs of persons sharing a relevant protected characteristic different from the needs of persons who do not share it;
- Encourage persons sharing a relevant protected characteristic to participate in public life or in any other activity which participation by such persons is disproportionately low.

2. Equalities Impact Assessment:

This is a financial report amending or proposing budgets for programmes and individual schemes. Changes or proposals for individual schemes will 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.

Spend by Programme (to end Quarter 2) – 2023/24

Gross Expenditure	To 30 September 2023
	£
Highways and Transport:	
Structural Maintenance	26,148,170
Integrated Transport Programme	18,173,727
Solent Enterprise Zone	74
Community Transport	122,738
Street Lighting	-28,770
Hampshire Transport Management	1,293,932
	45,587,133
Property Services:	
Corporate Estate	131,916
Schools Flooding	6,072
School Condition	6,855,248
Decarbonisation	-10,012
Energy Performance	32,531
	7,015,755
Recreation:	
Countryside Services	805,645
Basingstoke Canal	10,662
River Hamble	177,398
County Farms	0
	993,705
Waste and Environmental Services:	
Waste	38,656
Flood & Coastal Defence Management	202,285
	240,941
H2050	
Investment in Hampshire	43,981
Botley - Uplands Development Infrastructure	3,108,700
Broadband Top Up Voucher Scheme	90,005
Advance and Advantageous Land Purchases	61,291
	3,303,977
TOTAL	57,141,511

Appendix 2

2023/24 Casualty Reduction Programme
(Further schemes to be confirmed throughout 2023/24)

Redhill Road, Rowlands Castle	C129 Calmore Dr j/w Calmore Dr Totton
A31/A32 Chawton Rbt, Alton	C194 Allington Ln Railway Bridge Eastleigh
A32 School Rd/Bridge St/B2177 Southwick Rd, Wickham - W1071+ VAS upgrade	A272 Bend nr Bordean Ln Bordean
A35 (40mph Section to Cat and Fiddle PH), Hinton - NF1061	A32/A272 Average Speed Cameras (Contribution)
A31 Hen and Chicken, Froyle	A336 Ringwood Rd/Maynard Rd Rbt Totton
A326 Staple wood Lane to Twiggs Lane, Marchwood - VAS upgrade	C371 Downend Rd j/w Ellerslie House Hotel, Portchester
A30 Hollom Down to The Warren Broughton Down	B2177 Winchester Road / Upper Church Road / Church Road, Shedfield
Long Ln j/w Staplewood Ln, Marchwood	C423 Stakes Hill Rd/C423 Purbrook Way/Crookhorn Ln Rbt, Havant
Nightingale Avenue, Eastleigh	A32 Mumby Rd and B3333 South St (Falklands Gardens to Bus Station), Gosport
B3004 Headley Road (Standford through Passfield towards Liphook), Bordon	A339 / B3051 Kingsclere
A3057 Bend outside Abbess Lodge, Leckford	A3025 Portsmouth Rd/C74 Grange Rd, Netley
A339 Newbury Rd (Star Inn Bend only), Kingsclere - B1011	Grange Rd j/w Nimrod Dr, Gosport
B2148 Comley Hill, Rowlands Castle	B2149 Park Rd South/Solent Rd ATC, Havant
Down Farm Lane, Headbourne Worthy	A32 Forton Rd j/w Lidl Car Park, Gosport
Bourley Road	A3(M)/B2150 Hulbert Rd Rbt, Havant
Ipley Crossroads, New Forest - Ongoing vegetation monitoring	A33 Basingstoke Rd/B3349 Odiham Rd Rbt, Riseley
B3347 Avon Causeway - re-surfacing	B3054/C75 Bull Hill Xrds, Norleywood
B3347 Ringwood Rd j/w Avon Causeway, Sopley - (VAS and signing works)	A27 Botley Rd (30mph Section), North Baddesley
Portsmouth Road, Lowford, Bursledon	Sarum Hill (Flaxfield Rd to Winchester Rd), Basingstoke
Portsmouth Road / School Road Lowford - resurfacing	B3016 Odiham Rd, Winchfield
C44 and C58 Popley Way, Basingstoke	A32 Mumby Rd, jw Clarence Rd, Gosport
A27 Southampton Road, Titchfield	Crookhorn Ln (Trojan Way to Perseus Pl), Havant
Gravel Hill, Swanmore - VAS	A334 j/w B2177 Winchester Rd Shedfield
A3090 Badger Farm Road, Winchester	C412 Military Rd (Cocked Hat PH to Alder Lane Cycle Path) Gosport
Purbrook Way (Barncroft Way to Hermitage Stream Bridge), Havant	Old Milton Rd New Milton
A27 Bridge Rd/Brook Ln Rbt, Fareham	B2177 Portsdown Hill Rd/B2177 Bedhampton Hill Rd Rbt Havant
B2149 Petersfield Rd/Middle Park Way, Havant	A326 Long Ln j/w Waltons Ave Holbury
A326/A336 Goodies Rbt, Netley Marsh	A335 Leigh Rd j/w Villeneuve St George's Way Eastleigh
Spring Garden Lane jw Stoke Road, Gosport	B3342 Tollbar Way j/w Bubb Ln Hedge End

Appendix 2 cont.

A339/C70 The Avenue Lasham - VAS	A340 Aldermaston Road at j/w Elm Road Sherbourne St. John
A342 Andover Rd j/w C3 Tidworth Rd Shoddlesden	A325 Farnborough Rd/Prospect Ave ATS, Farnborough
C220 Sandy Ln/Woolmer Hill Rd/Knockhundred Ln, Bramshott Chase	B2149 Petersfield Rd/B2149 Park Rd North/Elmleigh Rd Rbt, Havant
C9 - Belmore Ln (Longwood Xrds to Salt Ln), North Upham	B2150 Hulbert Rd/Purbrook Way Rbt (Asda rbt), Havant
C18 Stoner Hill (Bridge Over A3 to Tad Cottage Rd), Steep	A36 Commercial Road (Beaumont Road to End of 30mph Speed Limit), Totton
C358 Bournemouth Rd/C37 Templars Way Asda Rbt, Chandlers Ford	Consolidated Parking and Moving Traffic Offenses
A32 j/w Petersfield Rd / Froxfield Ln (Hedge Corner), Monkwood	C422 Stockheath Rd/Somborne Dr Mini Roundabout Havant
A32 Wickham Rd, Fareham (bend to the north of dual c/way)	A326 Marchwood ByPass (outside Priory), Marchwood
A334 Station Hill/B3035 Botley Rd Curdridge	Stoney Lane j/w Berewecke Ave, Winchester
A27 The Avenue/Station Rd Rbt Fareham	Hursley Road / Hook Road / Hoccombe Road, Chandlersford
C366 West St/Grove Rd Fareham	B2149 Petersfield Road junc' The Drive, Havant
A287 Farnham Road Odiham from Farnham Road Rbt to Chalky Lane	A33 / B3047 Cart and Horses, King's Worthy
A32 / A272 West Meon Hut area - think bike / biker think signs	C33 jw C65 Weyhill Crossroads, weyhill
B3013 Minley Rd/C2 Blackbushes Rd Minley	Station Road, Main Road, Hole Lane, Bentley
B3272 Reading Rd jw Sandhurst Rd, Yateley (study looking at long term proposals)	A30 (Nine Mile Xrds to Bend o/s The Lodge) Nether Wallop
B3011/C24 Bramshill Rd Heckfield (study looking at long term proposals)	Prospect Av j/w Sand Hill, Farnborough
C110 Bishopswood Rd/Newman's Hill Mislingford	Milton Rd (Northern End), Waterlooville
C62 Fernhill Rd/Newfield Ave Mini Roundabout, Cove	A327, Minley Road, Minley o/s Crown and Cushion PH
B3333 Privett Rd o/s Shell Petrol Station Gosport	A30 London Road Blackwater, Ped Xing o/s Lidl
C428 East St/Beechworth Rd/Townhall Rd Havant	B3046 Lower Lanham Lane, Old Alresford
Portsdown Hill Road j/w Monument Lane, South Boarhunt	C430 Sway Rd/Ramley Rd Wheel Inn Xrds Gordleton
Smanell Road Andover (A343 to Icknield Way)	A31 j/w C70 Isington Ln Slips Bentley
Upper Street Fleet	Military Road, Gosport

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

Countryside Service – New additions to the 2023/24 capital programme		
Project Name	Project Value £	Description
Fareham Footpath	23,214	To improve the rights of way and Meon Valley trail
Mapledurwell Byway Open to All Traffic (BOAT)	4,500	Improvement of surfacing BOAT by farm buildings
Broughton Village Centre Paths	101,000	To improve surfacing across the rights of ways from five footpaths
Berewood to Creechwood Phase 2	163,000	An off-road pedestrian/cycle route between Berewood and Portsdown Hill
Priors Meadow, Hawley Phase 2	400,000	Programme of works to improve network, replace footbridge, improve vehicular access, and surface southern part of the footpath
Popley routes delivery cycle route to Sherbourne St John	400,000	Delivery of a cycle route linking Popley to Sherborne St John
Queen Elizabeth Country Park Changing Place	150,000	Construction of a Changing Place Facility
River Hamble Changing Place and extra storage	140,000	Construction of a Changing Place Facility and provision of extra storage