

# HAMPSHIRE COUNTY COUNCIL

## Decision Report

<b>Decision Maker:</b>	Executive Member for Economy, Transport and Environment
<b>Date:</b>	12 November 2019
<b>Title:</b>	ETE Capital Programme Quarter 2 2019/20
<b>Report From:</b>	Director of Economy, Transport and Environment

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### Purpose of this Report

1. The purpose of this report is to provide a high-level summary of progress and delivery within the capital programme in 2019/20 and provides recommendations for changes to the programme in 2019/20 and beyond.

### Recommendation

2. That the Executive Member for Economy, Transport and Environment approves the withdrawal of the Hook to Dilly Lane Cycle Route scheme from the 2019/20 capital programme, subject to the approval of recommendations relating to the A30 Traffic Management review, as detailed in a report elsewhere on this agenda.

### Executive Summary

3. The Economy, Transport and Environment's (ETE) 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. ETE's capital programme is a mix of starts-based and spend-based approvals, which means that the published programme figures are not wholly related to expenditure in any given year. It is not possible, therefore, to correlate the published programme to actual expenditure in any meaningful way.
5. This paper provides a short narrative summary of progress and delivery within the capital programme. The two additional appendices to this report provide more detailed information and are referenced where relevant.
6. This paper also contains recommendations for the consideration of the Executive Member for Economy, Transport and Environment.

## **Expenditure and Finance**

7. This section provides an update on the capital programme expenditure and finance since the beginning of 2019/20.
8. Gross spend across the capital programme from 1 April to 31 August 2019 is £21.723million. Appendix 1 shows where expenditure is being made across ETE's programme.
9. Planned expenditure for 2019/20 of £97,953million was forecast in January 2019 (Appendix 2 of the report to Executive Member for Environment and Transport). A comprehensive review of planned expenditure will be undertaken through the autumn and reported in the next quarterly update.
10. The Executive Member for Economy, Transport and Environment approved the following Project Appraisals since the ETE Capital Programme Quarter 1 2019/20 report:
  - Bradfords Roundabout Air Quality Scheme, Farnborough (£0.439million); and
  - Access to Town Mills Car Park from the A3057 and Riverside Improvements (£1.303million).

Adjustments to the schemes' capital programme entries have been made accordingly.

11. In August 2019 Hampshire County Council received £1.798million from Portsmouth City Council and £1.544million from Southampton City Council, which was funding originally provided by the Department for Transport for the Hampshire County Council Transforming Cities Fund Tranche 1 schemes.
12. In September Hampshire County Council received confirmation that its detailed proposal for a scheme to build a bypass at Stubbington has passed the final funding hurdle and has unlocked Department for Transport funding.
13. At the time of writing, the department is waiting to hear the outcome of a £5.7million bid for Solent LEP Prosperity Fund funding that has been submitted jointly with the developer of Fawley Waterside for junction improvements to the A326. If successful the developer will fund the remaining £2.4million required, as well as any further cost increases that may occur for this scheme.

## **Delivery and Programme Changes**

14. This section details significant points concerning the delivery of the elements within each Economy, Transport and Environment sub-programme since the last report and recommends amendments and additions to the capital programme for approval.

### Structural Maintenance Programme

15. The Hampshire Highways Service Contract has now passed its second anniversary and has settled into a steady pattern of work. At the end of Q1 30% of the schemes programmed for 2019/20 have been completed. Remaining schemes are programmed for delivery although resource availability is proving a challenge.

16. Turning to the Structures sub-programme, work will soon start, subject to Marine Management Organisation consent, on the concrete repair of Redbridge Viaduct carrying the A35 out of Southampton. This work will be primarily under the structure repairing over one hundred support piles in both the marine and land-based environments. Design work has now started on Phase 3 of Redbridge Causeway repairs looking at the three bridges carrying the A35 into Southampton. A bid via the Major Road Network Fund is currently with DfT having been endorsed by Transport for South East (TfSE) in July.
17. In other parts of the county work is also progressing with preliminary site clearance at Holmsley bridge still planned to commence at the end of 2019/20 in preparation for construction of a new bridge in 2020/21, subject to receiving Planning Permission from the National Park Authority in the next few months. In Basingstoke, the Eastrop footbridge refurbishment is complete and new parapets have been installed as part of this work. Other bridge bids are being prepared for the latest DfT Challenge fund.

#### Integrated Transport Programme

18. As detailed in the Q1 2019/20 Executive Member report, the major scheme programme is currently predominantly made up of schemes in their design and advanced works phases, with significant on the ground delivery expected in 2020. Of note is the completion of the Budds Lane scheme in Whitehill & Bordon this quarter, which has been completed within budget ready for the opening of the new school.
19. The named scheme (<£2million) transport improvement packages are progressing well, with 13 schemes completed and 35 in delivery in 2019/20 across the county. The Walking & Cycling sub-programme is on track, with its schemes being progressed within the major and named scheme programmes.
20. There have been a number of amendments made to the capital programme under delegated authority since the last Executive Member report. These are listed in the record of delegated approvals set out in Appendix 2. It is expected that further changes, including a small number of deferrals for schemes programmed to be delivered in 2019/20 to 2020/21, will be made in the second half of this financial year. It is also anticipated that some schemes, initially expected to be completed in 2019/20, will now span into 2020/21.
21. In conjunction with other work that Highways England is delivering on its own network, Highways England has promoted and is funding technology improvements on the Hampshire County Council Network to assist in congestion reduction around M27 Junction 7 (around £1.2million).
22. Following approval from Cabinet last month, the element of the Odiham to Hook Walking Route (Robert Mays School safe walking route) scheme which ETE is delivering has entered the 2020/21 ETE Capital Programme with an approved value to spend of £0.250 million (total approved scheme value £600,000), funded from Children's Services cost of change reserve.
23. In October HCC received £1.25 million from DfT for funding towards Brexit mitigation measures connected to Portsmouth International Port, which has been added to the ETE 2019/20 capital programme. £0.890 of this will be

transferred to Portsmouth City Council, in accordance with the terms of the grant.

24. Work is continuing on detailed bid development for the DfT Transforming Cities Fund Tranche 2 funding for both the Portsmouth and Southampton city regions. A more comprehensive update is provided in a separate report.
25. As reported elsewhere on this agenda, it is proposed that a review of cycle improvements along the A30 is undertaken. This review will focus on cycle provision and will supersede considerations relating to the Hook to Dilly Lane Cycle Route scheme which is currently in the 2019/20 capital programme.
26. It is therefore recommended that the Executive Member for Economy, Transport and Environment approves the withdrawal of the Hook to Dilly Lane Cycle Route scheme from the 2019/20 capital programme, subject to the approval of recommendations relating to the A30 Traffic Management review, as detailed in a report elsewhere on this agenda.
27. The 2019/20 Safety Engineering works programme consists of a range of safety improvement schemes due to be implemented across the County. 115 schemes are currently included this year but given the reactive nature of much of this work this is likely to increase. £1.0million has been allocated for the delivery of these safety engineering schemes, along with £1.082 million carried forward from 2018/19. In addition, three extra safety schemes are being progressed by Hampshire County Council via funding from the DfT's Safer Roads fund. A further £0.45 million has been allocated for the delivery of Traffic Management measures.

#### Waste Programme

28. All Household Waste Recycling Centre (HWRC) sites are being subjected to an in-depth review to ensure that they deliver an efficient but more importantly safe place for residents to use to dispose of their waste, which has led to a number of site improvements rolled out across the network. It is anticipated that this will continue with further site works being delivered throughout the remainder of 2019/20 and into 2020/21. Waste management minor works continue to be delivered through the contract site improvement programme alongside feasibility work related to HWRC redevelopment projects for Basingstoke and Hartley Wintney. Should these schemes prove to be deliverable they will be submitted for approval to the Executive Member for Economy, Transport and Environment for approval of capital funding spend. Work will commence this year to review waste infrastructure, predominantly HWRC and transfer stations, to determine what impacts changes to waste services, driven by government's Resources and Waste Strategy, would have and whether they are fit for purpose in the medium to longer term. The outcome of this work will inform the future capital programme for waste management in the longer term. There are further works required through the management of closed landfills both to replace a flare at Hook Lane and the leachate tanks at a number of sites at an estimated total cost of £0.2 million. Detailed design work for new recycling infrastructure has been commissioned and will be complete towards the end of Quarter 3 2019/20 and it is anticipated that a final business case will come forward in Quarter 4 2019/20.

### Flood Risk and Coastal Defence Programme

29. As part of the implementation of the overall Romsey Flood Alleviation Scheme, the County Council is leading on the delivery of drainage improvements in the Mainstone area and at Middlebridge Street. The proposals for surface water improvements in Middlebridge Street have now undergone further, more detailed, development and this has identified the requirement for more work to utilities, specialist work to existing critical structures, and a greater risk allowance. This has led to a significant increase in the estimated cost, however, this has been balanced by reduced costs for the Mainstone element. The overall cost of the work for Mainstone and Middlebridge Street therefore remains within the financial arrangements set out in the previously approved project appraisal and both elements are now being progressed through the tender process.
30. Phase 1b of the Farringdon scheme is almost complete and the subway structural works of the Buckskin scheme due to start in September is scheduled to be completed by December 2019.
31. Progress has been made on small scale flood alleviations measures such as Bourne Valley and Pitt, Enmill Lane in consultation with members and residents.

### Economic Development Programme

32. Agreement has been reached with Fareham Borough Council that it will make arrangements to repay the outstanding £3.2million of the Growing Places Fund loan monies for Solent Enterprise Zone (Daedalus) before the end of this financial year. This will then enable Hampshire County Council to make a repayment to Solent LEP of the outstanding £3.2million loan, £0.200million admin fee and any interest accrued above and beyond the £0.120million which Hampshire County Council was given approval by the LEP to retain to support the overall project budget.
33. Analysis of the potential economic impact of the aggregated proposed developments at Southampton – Waterside has been undertaken and used to strengthen proposals to Transport for South East (TfSE) regarding the A326 transport improvements. In addition, a letter jointly signed by all key private sector landowners/operators (ABP, Exxon Mobil, Solent Gateway, Fawley Waterside) was also submitted with the proposals to TfSE, expressing why the A326 investment is critical not just locally but nationally. In a similar way, the team is supporting the wider department's Transforming Cities Fund bid through obtaining appropriate letters of support from key businesses.

**REQUIRED CORPORATE AND LEGAL INFORMATION:**

**Links to the Strategic Plan**

<b>Hampshire maintains strong and sustainable economic growth and prosperity:</b>	yes
<b>People in Hampshire live safe, healthy and independent lives:</b>	yes
<b>People in Hampshire enjoy a rich and diverse environment:</b>	yes
<b>People in Hampshire enjoy being part of strong, inclusive communities:</b>	yes

**Other Significant Links**

<b>Links to previous Member decisions:</b>	
<u>Title</u>	<u>Date</u>
Transforming Cities Fund paper	12/11/2019
A30 Traffic Management review	12/11/2019
<b>Direct links to specific legislation or Government Directives</b>	
<u>Title</u>	<u>Date</u>

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

Additional Appendix 1: Table of expenditure across ETE capital programme in 2019/20

<b>Gross Expenditure</b>		<b>To 31 August 2019 Periods 1-5 £</b>
Structural Maintenance		14,533,466
Integrated Transport Programme		6,478,862
Flood & Coastal Defence Management		554,430
Solent Enterprise Zone		98,810
Community Transport		57,490
Waste		0
PRIP (residual)		0
<b>TOTAL</b>		<b>21,723,058</b>



## Additional Appendix 2

The following is a list of delegated decision that have been made since the last update:

- **FBC - Fareham Air Quality Improvement Scheme** – increase in value to £464,000
- **EBC - Hut Hill Chandlers Ford to Chilworth Cycle Way** – increase in value to £1,440,000
- **TVBC – Andover Town Mills Riverside Improvements** – deletion from capital programme as works are being merged with another scheme
- **NFDC - Ringwood Town Centre / Market Place Improvements** – new addition to the 2019/20 capital programme £379,800 (externally funded).
- **EBC – M27 Junction 8** – new addition to the 2020/21 capital programme £225,000.
- **WCC - Wales Street, Winchester** – change of funding source and increase in value to £145,000
- **HDC – Beacon Hill Road, Church Crookham** - new addition to the 2019/20 capital programme £97,000.
- **FBC – M27 Junction 10** - increase in value to £4,650,000