

HAMPSHIRE COUNTY COUNCIL

Decision Report

Decision Maker:	Executive Member for Economy, Transport and Environment
Date:	2 July 2020
Title:	ETE Capital Programme 2019/20 End of Year & Quarter 1 2020/21
Report From:	Director of Economy, Transport and Environment

Contact name: Amanda Beable

Tel: 01962 667940

Email: amanda.beable@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 and confirms the year end position for 2019/20. In addition, this paper provides a short narrative summary on early progress of the capital programme in 2020/21 and provides recommendations for changes to the programme in 2020/21 and beyond.
2. There are five additional appendices which provide further information in detail, if required, and they will be identified where relevant throughout this paper.

Recommendations

3. That the Executive Member for Economy, Transport and Environment notes the performance made in the Economy, Transport and Environment capital programme in 2019/20 and progress made to date in the 2020/21 capital programme.
4. That the Executive Member for Economy, Transport & Environment approves the proposed split of the 2020/21 £19.766million Department for Transport (DfT) Pothole and Challenge Fund grant, with £14.766million allocated to Highways structural maintenance and the remaining £5million towards the maintenance of critical structures (Bridges).
5. That the Executive Member for Economy, Transport and Environment approves the adjustment of the 2020/21 Structural Maintenance programme to £66.976million.
6. That the Executive Member for Economy, Transport and Environment delegates approval to the Director of Economy, Transport and Environment for the entry into the 2020/21 capital programme of schemes up to £0.5million which are to be funded by the DfT Emergency Active Travel Fund.
7. That the Executive Member for Economy, Transport and Environment notes the change in an element of the funding for the Stubbington Bypass scheme, with

£8.5million of Solent Local Enterprise Partnership (LEP) Local Growth Funding replacing the planned £8.5million from enterprise zone business rates.

8. That the Executive Member for Economy, Transport and Environment notes the addition of £0.5million funding of LTP to the Structural Maintenance programme, to enable that element of the programme to deliver safety schemes previously carried out within the ITP programme.
9. That the Executive Member for Economy, Transport and Environment approves the inclusion of £0.4million Community Infrastructure Levy (CIL) from Winchester City Council into the CIL sub-programme within the ETE capital programme.
10. That the Executive Member for Economy, Transport and Environment approves the adjustment in the capital programme to enable the redistribution of the former £37.441million Botley Bypass scheme in the 2019/20 capital programme to the following three schemes in the 2020/21 capital programme:
Botley Bypass (£21.175million);
Woodhouse Lane South (£4.498 million); and
Botley Village Enhancements (£0.5 million).
Noting that the remaining funding has been transferred to the Policy and Resources capital programme to fund elements of the Botley UDI scheme.
11. That the Executive Member for Economy, Transport and Environment approves the introduction of Whitehill & Bordon GGGL – Hogmoor Road Cycle Facility and Associated Traffic Measures (£0.4million) in the 2021/22 capital programme.
12. That the Executive Member for Economy, Transport and Environment notes the funding bids that are currently in development or awaiting outcome for future transport schemes in the Integrated transport programme.

Executive Summary

13. The Economy, Transport and Environment Department's (ETE) capital programme contains a range of projects, including but not limited to: highways maintenance, transport improvements, major transport improvements, flood alleviation, waste management, bridge strengthening, town centre improvements and highways safety.

Contextual information

14. The capital programme typically includes the following areas of work:
 - Structural maintenance;
 - Integrated Transport (including Major Schemes, transport improvements, and Safety schemes);
 - Waste (Household Waste Recycling improvements and Closed Landfill Sites);

- Flood Risk and Coastal Defence; and
- Economic Development.

15. 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. Therefore, to be consistent, this paper tries to focus on gross expenditure (irrespective of programme value).

Expenditure and Finance 2019/20

16. This section details the capital programme expenditure and finance for 2019/20 across the Economy, Transport and Environment programme.
17. The Department's gross capital spend during 2019/20 amounted to £76.130 million, 14% lower than the 2018/19 figure. This decrease was due mainly to a reduction in Structural Maintenance spend, after a big increase in 2018/19 as well as a reduction back down from a one-off specific increase to the Waste sub-programme in 2018/19.
18. ETE has built further on its success in successfully securing competitively sourced external funding to enable the delivery of the department's expanding capital programme, in particular for the Integrated Transport sub-programme, where over 72% of expenditure in 2019/20 was funded through a competitive process.
19. Other significant 2019/20 funding sources across the ETE capital programme include Local Transport Capital Funding (£23.442 million), Department for Transport (DfT) – National Productivity Investment Fund Grant (£4.995 million), Flood Resilience Grant (£1.899 million), Pothole grants (£1.544 million), JAQU funding (£0.937 million) and Brexit funding (£1.250 million), and Local Hampshire County Council Resources (£20.087million).
20. Developer Contributions spend totalled £2.129 million in 2019/20, a reduction from the £6.965 million spent in 2018/19. Of the total value of Developer Contributions held at the end of 2019/20, over 99% was either programmed to schemes in the current programme or allocated to area strategies for use in future programmed schemes.
21. Appendix 2 provides a summary breakdown of how the expenditure in Appendix 1 was funded.
22. In line with year-end capital procedures, carry forwards from 2019/20 totalling £34.700 million were identified and were reported to Cabinet in June 2020. While no further decision is therefore required, the detail is included in Appendix 3 for information. The majority of the sums carried forward relate to funding for the Botley Bypass scheme being carried forward, in readiness for redistribution as detailed in paragraph 56 below. The remainder is due mainly to either the accumulation of funding for major schemes over a number of years; or schemes now programmed for delivery in 2020/21.
23. Monitoring of average fee rates has been undertaken to assess the ratio of fees to works costs across the Integrated Transport Programme for schemes completed in 2019/20. In 2019/20 the average fee rate for completed schemes increased from 23.45% in 2018/19 to 28.21%. This increase was due to fewer

major schemes being completed in the year compared with 2018/19. As lower value schemes typically have a higher fee percentage, this has resulted in a higher overall percentage in 2019/20. It is expected that the fee percentage will fall again in future years as more major schemes are completed. In addition however, in 2020/21 the department will review the scheme development and design process to identify where it may be possible to reduce fee spend from current levels.

Delivery 2019/20

This section details significant points concerning the delivery of elements within each Economy, Transport and Environment sub-programme in 2019/20.

Structural Maintenance Programme

24. The 2019/20 Structural Maintenance programme was completed, with the exception of the carry forwards detailed in Appendix 3. Within the year, Planned Maintenance completed over 550 schemes, comparable with 2018/19. Notable successes throughout the year were the completion of a £10million Surface treatment programme plus an additional £2million in advanced site patching and preparation for 2020/21.

25. In addition to the completed Highways planned maintenance schemes, progress was also made in 2019/20 on a variety of Structures projects, including:

- completion of design for the new Holmsley bridge scheme, with work progressed on land transfers, environmental constraints and methods of work within the National Park;
- the re-painting of 13 road bridges across the county over the summer and early autumn;
- commencement on site of works at Redbridge Viaduct (Work Package 2) after the Marine Management Organisation licence was received at the end of November;
- inspection, assessment and design maintenance work continued for Redbridge Work Package 3 (eastbound carriageway), with a view to starting work on the two structures over rail and river upon completion of the Redbridge Viaduct works (Work Package 2), subject to funding;
- progression of design work on a number of new structures for the Botley bypass, UDI and the Eclipse Busway schemes; and
- collaboration with Network Rail during the year with a further two road/rail interface sites being completed at Cove Road Fleet and Station Road Minley.

Integrated Transport Programme

26. Progress on the Majors scheme programme (schemes >£2 million) was strong in 2019/20 with the pipeline of over £100 million of schemes in early delivery, ready for construction in 2020/21, as well as the commencement of Thornycroft Roundabout scheme (£9.445 million).

27. Similarly, progress across the Integrated Transport Programme (ITP, value between £0.07 million - £2 million) has been solid, with over 35 different named

schemes in delivery at the end of 2019/20, with a further 11 schemes completed in 2019/20. In addition, 7 minor works schemes (value < £0.07 million) were completed in 2019/20 with another 25 at various stages of delivery.

28. 55 Casualty Reduction schemes (previously termed safety engineering schemes), aimed at reducing the number and severity of traffic collisions on County Council maintained roads, were successfully completed. These varied in individual cost and scale from simple road marking schemes under £1,000 to large signing, lining and surface treatment schemes at £45,000.
29. The previously reported casualty reduction improvement measures at the Golden Pot crossroads on the B3349 Old Odiham Road near Alton were substantially completed in March 2020.

Waste Programme

30. During 2019/20 progress has not advanced as expected on the Waste Management capital programme as the focus has been on investigating the infrastructure and system options. In February 2020 Council Leaders and Chief Executives met for an update on progress to date and were due to re-convene to discuss the way forward in the summer. This work has been further delayed by the advent of the Covid-19 pandemic and the need of partners to focus on maintaining existing services. Likewise there have been delays to the progress of the Environment Bill and the second round of consultations on the delivery of the Resources and Waste Strategy as a consequence of the general election late last year and these have been further effected, more recently, by the COVID-19 pandemic.

Flood and Coastal Defence Programme

31. In 2019, significant investment was made in flood risk reduction schemes. A total of £3m was drawn down from external sources (£1.7 million from the Flood Defence Grant-in-Aid and £1.3 million from Local Levy) to support the County Council's Flood Risk and Coastal Defence Capital Programme.
32. Wallington and Pitt Enmill Lane schemes as well as phase one of Farringdon scheme and independent complex structural works on the Buckskin scheme were completed. Subsequent phases of Farringdon and Buckskin schemes are now being progressed. Work on flood alleviation at Mainstone in Romsey and at Webb's Corner, Eversley also began on site and are due to be completed in summer 2020. The requirement for further work is being investigated.

Economic Development

33. Fareham Borough Council was due to make a repayment of £3.2 million to Hampshire County Council in 2019/20 regarding the Solent Enterprise Zone, however it has requested instead to make the repayment in 2020/21. This has been raised with Portsmouth City Council, as the accountable body to the Solent LEP and the department is awaiting a response.

Challenges and Opportunities 2020 and beyond

34. This section details the significant challenges and opportunities for the Department of the capital programme in 2020/21 and future years. Where required it also provides a recommendation for the Executive Member for Economy, Transport and Environment.
35. Expenditure of £146.211 million for 2020/21 was estimated in January 2020 (Appendix 2 of the Executive Member for Environment and Transport report). This figure will be amended to take into account the programme changes as they develop through the year, including those outlined in this report.

Structural Maintenance Programme

36. In May 2020 Hampshire County Council received confirmation that it had secured maximum funding from its self-assessment submission for the DfT Incentive Fund. The Band 3 (the highest rating) submission has ensured that the County Council will receive the maximum funding of £4.495 million for 2020/21.
37. The Government announced in the March 2020 Budget that a £500 million pa Pothole Fund would be made available to Local Authorities commencing in 2020/21. In May 2020 the Government announced a Hampshire County Council combined allocation of £19.766 million from this and the DfT Challenge fund for 2020/21. Subject to approval, this additional funding will be split £14.766 million for 2020/21 Structural Maintenance budget and £5 million for the Structures 2020/21 programme.
38. It is therefore recommended that the Executive Member for Economy, Transport & Environment approves the proposed split of the 2020/21 £19.766 million DfT Pothole and Challenge Fund grant, with £14.766 million allocated to Highways structural maintenance and the remaining £5 million towards the maintenance of critical structures (Bridges).
39. Budget adjustments, detailed in this report, result in the Structural Maintenance 2020/21 Programme of £66.976 million.
40. It is therefore recommended that the Executive Member for Economy, Transport and Environment approves the adjustment of the Structural Maintenance programme to £66.976 million.

Structural Maintenance 2020/21 budget	£000's
Original 2020/21 budget	40,025
Carry forwards from 2019/20	5,805
Adjustment due to original estimated pot-hole funding to be received	-2,123
Adjustment due to confirmation of Pothole & Challenge fund from DfT	19,766
Adjustment due to local resources and LTP allocated	3,500

41. Turning to the Structures element of the programme, conditions that have been applied to the planning permission for Holmsley bridge are currently being worked through by the Bridge Team and clarifications sought on some aspects. In the meantime the old bridge continues to have an enhanced inspection regime.
42. Redbridge Work Package 2 site restarted on 18 May 2020 following closure in mid March due to Covid-19'.
43. Telemetry has been rolled out to a further 11 pump sites across the County. This brings the number of sites with telemetry to 25 out of a total 35. Telemetry enables pump faults to be identified early, and in most cases enables a contractor to repair faults before subways start to fill with water, giving more resilience to the network.
44. The Major Road Network (MRN) fund bid for Redbridge Work Package 3, endorsed by Transport for South East (TfSE) in July, is still under discussion with DfT. It is currently at Outline Business Case stage and it is hoped it will move to Final Business Case later in the year.

Integrated Transport Programme

45. On transport, the Major Schemes programme (schemes >£2 million) should see major schemes totalling over £100 million commence on site in 2020/21, including Eclipse Busway (£11.602 million), Brighton Hill Roundabout (£20.65 million), Stubbington Bypass (£34.495 million), M27 Junction 9 (£23.128 million) and A326 Fawley waterside (£8.13 million), as well as the completion of Thornycroft Roundabout (£9.445 million). The sub-programme for schemes between £0.07 million - £2.0 million will also be very active in 2020/21, with over 30 schemes totalling in excess of £22 million at some stage of delivery.
46. At the time of writing, the full financial impact on the Integrated Transport Programme from Covid-19 is unknown, however after an initial suspension of work on schemes currently under construction, construction for all schemes has now restarted, albeit at a slower pace to enable social distancing and other required measures, where appropriate.
47. Hampshire County Council has been indicatively allocated £0.863 million of DfT Emergency Active Travel Funding from the first stage of the emergency active-travel fund announced on 9 May 2020. This new funding is designed to help transport authorities to create pop-up and temporary interventions to create an environment that is safe for both walking and cycling. Active travel will allow people to get around whilst maintaining social distance and will have an essential role to play in helping avoid overcrowding on public transport systems as parts of our economy are reopened.
48. A condition of the funding is that schemes must commence within four weeks of allocation receipt and must complete within eight weeks of commencement. Due

to the nature of the schemes to be funded from this first tranche of funding the funding is being treated as revenue in nature. It is expected, however that additional allocations of funding that are not yet announced may be for more permanent schemes and as such could be treated as capital in nature. Given the tight timescales of the initial allocation, it may be that the additional allocations have similar restrictive timescales. To ensure the Council can react to future allocations which may be capital in nature, within required timescales, authority is sought for the Director of Economy, Transport and Environment to be able to approve entries into the capital programme for schemes paid by this funding source up to £0.5 million.

49. It is therefore recommended that the Executive Member for Economy, Transport and Environment delegates approval to the Director of Economy, Transport and Environment for the entry into the 2020/21 capital programme of schemes up to £0.5 million which are to be funded by the DfT Emergency Active Travel Fund.
50. The Solent LEP has requested a change in the funding source for part of the funding package for the Stubbington Bypass scheme, from ring-fenced business rates received from the Solent Enterprise Zone funding to Solent LEP Local Growth Funding.
51. It is therefore recommended that the Executive Member for Economy, Transport and Environment notes the change in an element of the funding for the Stubbington Bypass scheme, with £8.5 million of Solent LEP Local Growth Funding replacing the planned £8.5 million from enterprise zone business rates.
52. In 2020/21 the Structural Maintenance programme will be undertaking safety measures, previously carried out by the Safety Engineering programme for which £0.5 million of LTP will be used. This funding, along with the £1.0 million LTP funding in the Safety Engineering programme ensures funding for safety schemes remains at the historic levels of £1.5million per year.
53. It is therefore recommended that the Executive Member for Economy, Transport and Environment notes the addition of £0.5 million funding of LTP to the Structural Maintenance programme, to enable that element of the programme to deliver safety schemes previously carried out within the ITP programme.
54. In November 2018 the Executive Member for Environment and Transport recommended to Cabinet that approval be given for the inclusion of £1.104million Community Infrastructure Levy from Winchester City Council into a Winchester CIL sub-programme within the ETE capital programme. Since that time a further £0.4 million of CIL funding has been passed from Winchester City Council to Hampshire County Council, to fund the delivery of one of more schemes that are on Winchester City Council's Regulation 123 list.
55. It is therefore recommended that the Executive Member for Environment and Transport approves the inclusion of £0.4million Community Infrastructure Levy from Winchester City Council into the CIL sub-programme within the ETE capital programme.
56. The split of activity for the Botley programme of work has now been completed, resulting in the original Botley Bypass scheme in the 2019/20 ETE capital

programme (£37.441 million) being split into three separate schemes in the 2020/21 ETE capital programme:

- Botley Bypass (£21.262 million);
- Woodhouse Lane South (£4.498 million); and
- Botley Village Enhancements (£0.414 million).

It is noted that the remaining funding (£11.267 million) has been transferred to the P&R capital programme to fund elements of the Botley UDI scheme.

57. It is therefore recommended that the Executive Member for Economy, Transport and Environment approves the adjustment in the capital programme to enable the redistribution of the former £37.441 million Botley Bypass scheme in the 2019/20 capital programme to the three schemes shown in paragraph 56 above.
58. Successful delivery and re-allocation of funding has enabled a greater number of schemes to be programmed as part of the EM3 LEP part-funded Whitehill & Bordon Sustainable Transport Package of schemes. Due to value and/or being 100% externally funded, many of the schemes have entered the capital programme via Director Delegated Decision (shown in Appendix 4). One scheme however has a value of £0.400 million and is a mix of internal and external funding, and therefore needs to enter the capital programme with the approval of the Executive Member for Economy, Transport and Environment.
59. It is therefore recommended that the Executive Member for Economy, Transport and Environment approves the introduction of Whitehill & Bordon GGGL – Hogmoor Road Cycle Facility and Associated Traffic Measures (£0.400 million) in the 2021/22 capital programme.
60. The department's transport team has continued to be successful in securing competitive funding, having recently been successful in securing £57 million for the Southampton area Transforming Cities Fund Tranche 2 programme of schemes. Approximately £17 million is for bus priority and stop enhancements, walking and cycling schemes, together with local travel and mobility hubs in Hampshire. The package is focussed along two key corridors – Waterside (Totton to Holbury) and Bishopstoke Road corridors with two further cycle schemes in Bursledon. To support the Covid-19 recovery programme, 5 cycle schemes have been identified for accelerated delivery.
61. In collaboration with Portsmouth and Isle of Wight councils, a rebid for a share of Transforming Cities Fund has been prepared for the Portsmouth city region that for Hampshire comprises schemes to support rapid bus corridors, transport interchanges and local access zones centred on the main towns. A funding decision is expected later in the summer.
62. A further £24 million of investment has been secured by Solent Transport from the DfT, Future Transport Zone funding. The funding will be overseen by Southampton City Council with Hampshire County Council being a minor partner in the delivery of the programme.

63. This work continues, with bids for funding currently being developed or recently submitted including:

Bid	Bid Value	Provider	Status
Fleet Station Junction	£5.95 million	DfT Pinch Point	Awaiting outcome
Lynchford Road, Farnborough – Phase 2	£11.3 million	DfT Pinch Point	Awaiting outcome
Hamble Lane Improvements	£12 million	DfT Pinch Point	Awaiting outcome
A326 Waterside Improvements	£115 million - £140 million	Dft Large Local Majors	Invited to submit SOBC
M27 J10 (additional funding)	£15 million - £25 million	Homes England	In dialogue
Portsmouth City Region TCF Tranche 2 – Rebid	Approx. £56 million of which approx. £20 million would be for HCC schemes	DfT Transforming Cities Fund	Preparation
Blackwater Valley Gold Grid	£1.26 million	EM3 LEP	Awaiting outcome

64. It is therefore recommended that the Executive Member for Economy, Transport and Environment notes the funding bids that are being developed or are currently awaiting outcome for future transport schemes in the Integrated transport programme.

65. Turning now to the 2020/21 Casualty Reduction (previously Safety Engineering) works sub-programme, which consist of a range of safety improvement schemes due to be implemented across the County. Exact scheme numbers are currently unknown given the reactive nature of much of this work although scheme numbers are usually on a similar scale to the previous year's programme. The programme for the first part of 2020/21 is shown in Appendix 5. £1.0 million has been allocated for the delivery of these safety engineering schemes, along with £1.185 million carried forward from previous years. A further £0.45 million has been allocated for the delivery of safety led Traffic measures, funding of schemes delivered under the district Traffic Management

agencies and for Hampshire County Council on-street parking schemes. It is likely however, that the current crisis will have an impact on delivery of this year's programme.

66. Safety improvement measures are currently being developed alongside Engineering Consultancy colleagues for the high priority scheme at the Ipley Crossroad on the Beaulieu Road to the west of Applemore in the New Forest. This follows a series of fatal and potentially fatal collisions involving pedal cyclists. Consultation and preliminary design is ongoing with a view to works starting in Autumn 2020. It is expected that the finalised scheme will cost in the region of £0.25 million and will be funded through the annual Casualty Reduction Programme carry forward budget.

Waste Programme

67. Discussions are continuing with Project Integra partners to determine which system is the preferred for collection and processing of recyclable waste and what the financial and performance implications are from both a collection and disposal perspective. A feasibility study into the potential for a co-mingled Materials Recovery Facility was completed during 2019/20. This has determined that such a facility would lead to an increase in cost to the County Council rather than deliver the required Transformation to 2019 savings. Further work on this option will now be paused and Veolia commissioned to undertake additional feasibility studies of two further options:

- a Twin Stream option, separating fibre materials from containers at the kerbside; and
- a Kerbside Sort option, where all materials are separated at the kerbside.

These studies will include the implications for the Delivery Point (Transfer Stations) network and any associated storage, as well as the bulking and processing infrastructure needed to deliver either of these options in Hampshire, along with the potential for food waste processing infrastructure. These studies are expected to be delivered by the end of Q2 2020/21. Their completion will enable a full comparison of the cost/benefits of the 3 options for further discussion with PI partners later in the year.

68. Feasibility work in relation to the redevelopment/relocation of the Hartley Wintney Household Waste Recycling Centre is ongoing with consideration of alternative locations delayed due to challenges in contacting the current land owner and due to the lack of resources during the COVID-19 situation and will be progressed in Q2. The management of closed landfills continues to incur minor costs in relation to both landfill gas and leachate management however these works are likely to be reactive in nature.

Flood Risk and Coastal Defence Programme

69. Construction of all flood alleviation schemes have been delayed as a result of the Coronavirus lockdown however, scheme development continued throughout the lockdown. Schemes that were already on-site before the lockdown have recently been given permission by ETE departmental management to restart.

70. Work on phase two of Buckskin Flood Alleviation scheme is well underway however high groundwater levels at the beginning of the year were already causing delays. The scheme is now likely to be completed in autumn/winter 2020.
71. An Outline Business Case to seek £0.437 million funding to support the delivery of Phase 2 of the Farringdon Flood Alleviation Scheme has been approved by the Environment Agency. Phase two of the scheme is expected to begin in autumn/winter 2020.
72. The Mainstone element of the Romsey Flood Alleviation scheme is scheduled be completed in the summer 2020 and the Middlebridge element is currently out to tender.
73. Phase one of Webs Corner in Eversley which began in 2019 is due to be completed in the summer 2020 and the requirement for further work is being investigated.
74. Advanced works for Outer Winchester, and Rectory and Sycamore Roads schemes are also being planned for summer/autumn 2020. Both proposals are subject to funding approvals.

Economic Development

75. The Fareham Borough Council repayment of £3.2 million to Hampshire County Council was not made as agreed in 2019/20, with the Borough Council requesting to make repayment in 2020/21 instead. As reported in the previous section, the department is now awaiting instruction on a way forward. The County Council is also awaiting instruction from the Solent LEP on payment of the administration fee of £0.2 million as well as accrued net interest of approx. £0.13 million.

Consultation and Equalities

76. This is a financial report amending or proposing budgets for programmes and individual schemes, and therefore doesn't require consultation.
77. 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.

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. Specific schemes or changes to schemes will entail their own equalities impact assessments. This report has no direct effect on services, so has a neutral impact on groups with protected characteristics.

Economy, Transport & Environment Spend by Programme – 2019/20

Gross Expenditure	To 31 March 2020 Periods 1-15 £
Structural Maintenance	46,950,514
Integrated Transport Programme	26,258,959
Flood & Coastal Defence Management	2,491,006
Solent Enterprise Zone (Economic Development)	154,698
Community Transport	122,675
Waste	152,498
TOTAL	76,130,349

Details of Funding used in 2019/20

	£
Funding	
Contributions:	
Other Local Authorities (OLAs)	270,257
Developers	2,129,285
CIL	444,744
Other	15,501,726
Grant income	37,649,963
Miscellaneous income	46,936
Local resources	<u>20,087,437</u>
Total funding	76,130,349

Further Detail on Successful competitive bids and Other contributions funding

HCC Capital Schemes

		£
PCC/Solent LEP	Newgate Lane -Online Widening	308,026.53
HCC/Enterprise M3 LEP	Thornycroft Rbt Imps -major development	2,937,754.35
SCC Transforming Cities Fund Tranche 1	Hut Hill, C/Ford to Chilworth - Cycleway	870,000.00
HCC/Enterprise M3 LEP	Whitehill Bordon A325 Integration Works	56,961.06
HCC/Enterprise M3 LEP	Farnborough Growth Package	650,034.43
Highways England	M27 Jctn 9 & R1 Roundabout, Whiteley	1,642,067.49
PCC/Solent LEP	Stubbington Bypass - LGF	3,441,805.77
HCC/Enterprise M3 LEP	A325 Integration - Gateways	28,625.90
PCC/Solent LEP	Stubbington B/P land & enabling works	207,649.97
PCC/Solent LEP	Stubbington Village Works	(1,929.00)
PCC Transforming Cities Fund Tranche 1	BRT Phase 1B	1,400,000.00
HCC/Enterprise M3 LEP	A30 Corridor-Brighton Hill/Hatch Warren	1,397,248.97
SCC Transforming Cities Fund Tranche 1	Test Lane and Andes Rd, Nursling	35,428.76
HCC/Enterprise M3 LEP	Budds Lane, Whitehill Bordon -GGGL W/Bordon GGGL - Ennerdale Rd Site Prep	1,526,584.72
HCC/Enterprise M3 LEP	Whitehill Bordon EHDC STP Elements	249,152.78
HCC/Enterprise M3 LEP	HE Ringwood TC/Market Place Imps	144,465.00
Highways England	HE Ringwood TC/Market Place Imps	52,743.22
PCC Transforming Cities Fund Tranche 1	TCF-Bus Stop RTP1, Havant & Waterlooville	372,646.78
SCC Transforming Cities Fund Tranche 1	STCF Tranche 1 Redbridge Causeway-Eling	25,806.85
HCC/Enterprise M3 LEP	Whitehill Bordon STP - Alexandra Park	2,340.00

	HCC SUB TOTAL	15,347,413.58
Daedalus		
PCC/Solent LEP	Solent EZ - Daedalus Drive (ph 3A)	153,202.72
PCC/Solent LEP	Solent EZ - Foul Drainage works (ph 3B)	1,110.00
	Daedalus SUB TOTAL	154,312.72
TOTAL		15,501,726.30

Schemes Not Started by 31 March 2020 – To be Carried Forward to 2020/21

Scheme	Starts or Exp	Value £000	Reasons for Delay
Structural Maintenance			
Blackwater Rail Bridge	Exp	300	Accumulating funding for major scheme over a number of years
Webbs Corner	Exp	200	Carry forward of funding for 19/20 schemes slipped to 20/21
Havant Station Footbridge	Exp	250	Funding set aside for future scheme.
Redbridge Causeway Package 3	Exp	1,000	Accumulating funding for major scheme over a number of years
Alver	Exp	250	Accumulating funding for major scheme over a number of years
Langstone Bridge	Exp	1,000	Accumulating funding for major scheme over a number of years
Reeds Lane	Exp	118	Carry forward of funding for 19/20 schemes slipped to 20/21
Unallocated Bridge C/F	Exp	308	Funding set aside for future scheme.
ITS (2021/22 Upgrade)	Exp	200	
Highways Lab building and equipment upgrade	Exp	118	Carry forward of funding for 19/20 schemes slipped to 20/21
Misc Depots / Op Res	Exp	2,061	Funding set aside for future scheme.
Integrated Transport Programme			
Winchester CIL funded schemes	Start	303	Schemes being developed for delivery in future years
Unallocated Market Towns Budget	Start	907	Schemes being developed for delivery in future years
Botley Bypass - Woodhouse Lane South	Start	4,498	
Botley Bypass	Start	21,262	
Botley Bypass - Botley Village Enhancements	Start	414	
Casualty Reduction Programme			
Low Cost Safety Programme	Exp	116	Slight delay in delivery of programme commitments remain in 2020/21
Casualty Reduction Programme	Exp	403	Slight delay in delivery of programme commitments remain in 2020/21

CSTP	Exp	53	Slight delay in delivery of programme commitments remain in 2020/21
Route Assessment Programme	Exp	220	Slight delay in delivery of programme commitments remain in 2020/21
A27 The Avenue/Peak Lane/Catisfield Rd, Fareham	Exp	125	Slight delay in delivery of programme commitments remain in 2020/21
Misc WIP	Exp	269	Slight delay in delivery of programme commitments remain in 2020/21
Minor Traffic Management	Exp	326	Slight delay in delivery of programme commitments remain in 2020/21
Total		34,700	

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

- County Highways Lab – Building and equipment improvements - new addition to 2020/21 capital programme at £189,000.
- HWRC Otterbourne Transfer Station – Equipment improvements - new addition to 2020/21 capital programme at £148,000.
- East Hants District Council – Whitehill Bordon GGGL Ennerdale Road – Phase 4 – Rear of Oakmoor School - new addition to 2020/21 capital programme at £178,000.
- Basingstoke and Deane Borough Council – Bramley Lane/Sherfield Road Junction, Bramley – increase value to £456,000.
- Hart District Council – HtST Robert Mays School (Odiham to Hook walking route) – to remove this scheme from 20/21 capital programme.
- EHDC – Whitehill & Bordon - Oakhanger Road East and West – improvements - new addition to 2020/21 capital programme at £225,000.
- EHDC – Whitehill Bordon GGGL- Relief Road J2 to J3 Pathway - new addition to 2020/21 capital programme at £700,000.
- EHDC – Whitehill & Bordon: Route towards Lindford - new addition to 2020/21 capital programme at £575,000.
- EHDC – Whitehill & Bordon: Outstanding C114 Crossings - new addition to 2020/21 capital programme at £445,000.
- EHDC – Whitehill & Bordon: Waymarking - new addition to 2020/21 capital programme at £125,000.
- WCC - Durngate Flood Alleviation Scheme, Winchester - new addition to 2020/21 capital programme at £548,000.
- HDC - Webb's Corner Flood Alleviation Scheme, Eversley - new addition to 2020/21 capital programme at £232,000.
- EHDC – Whitehill Bordon STP: Link A (Alexandra Park) – Split of scheme into two individual schemes in the 2020/21 capital programme: Whitehill Bordon STP: Link A (Alexandra Park), value £130,000 and Whitehill Bordon GGGL: SE Loop Alexandra Park to New Road, value £524,000.

- EHDC – Whitehill & Bordon: Station Road Crossroads - Split of scheme into two individual schemes in the 2020/21 capital programme: Whitehill Bordon GGGL Station Road Crossroads, value £40,000 and Whitehill Bordon GGGL: Station Road Shared Use Path, value £631,000.
- EHDC – Whitehill & Bordon GGGL: Ennerdale Road incl. A325 crossing – reduction in value to £757,000.
- EHDC – Whitehill & Bordon: Ennerdale Road Phase 4 - increase in value in capital programme to £213,000.
- WCC – Access Improvements to Kings School Winchester – change in funding type from Community Infrastructure Levy to Developer Contributions.
- TVBC - Test Lane and Andes Road – increase in value in capital programme to £296,000

Initial 2020/21 Casualty Reduction Programme

(More to be confirmed through 2020/21)

- C13 Mylen Road (Railway Bridge to Charlton Road) Andover – Build out / reduction in on street parking to improve ped safety
- B3420/C95 Harestock crossroads Winchester – Signing and road marking improvements
- A3 Maurepas Way/B2150 Hambledon Road Waterlooville – road marking improvements on roundabout
- B3335 Highbridge Rd j/w C73 Kiln Lane Colden Common – Signing and road marking improvements
- Heath Road, Durford Road, Pullens Lane, Petersfield – measures to be agreed
- Pullens Lane / Heath Road Petersfield – Surfacing Improvements (via Op Res)
- A35 Lyndhurst Road jw B3055 Bashley Cross Road Hinton – signing improvements
- C129 Loperwood Lane j/w C163 Pauletts Lane Calmore – Signing, surfacing Improvements (surfacing improvements via Op Res)
- A35 Totton Bypass (pedestrian crossing), Rushington – New high level signal heads and road marking improvements (joint with ITS)
- A354/C38 Martin Drove End crossroads, Martin – signing improvements
- B2150 Hambledon Road/Milton Road Rbt Havant - road marking improvements on roundabout
- A323 Eelmore Road Bends & Clubhouse Road Junction Aldershot – Signing and road marking improvements
- Birchett Road, Aldershot – Road Marking and pedestrian crossing point improvements
- A3090 Badger Farm Road, Winchester – Road Marking and signing improvements
- A337 Lyndhurst Road, Brockenhurst - From Meerut Road to bends north of Tilebarn Lane – Road Marking and Signing improvements

- Military Road, Gosport – Signing and road marking improvements
- B3404 Alresford Road, Winchester – Signing improvements and Speed limit ‘gateway’ improvements
- Longwood Crossroads, Lane End, Owslebury – Signing and road marking improvements.
- A32 Warnford Road, Corhampton – Signing improvements through 30mph section in Corhampton village alongside hedge cutting by 3rd parties