

# HAMPSHIRE COUNTY COUNCIL

## Decision Report

<b>Decision Maker:</b>	Executive Lead Member for Transport and Environment Strategy
<b>Date:</b>	18 July 2022
<b>Title:</b>	ETE Capital Programme 2021/22 End of Year & Quarter 1 2022/23
<b>Report From:</b>	Director of Economy, Transport and Environment

**Contact name:** Maria Golley

**Tel:** 0370 779 0492

**Email:** maria.golley@hants.gov.uk

### Purpose of this Report

1. The purpose of this report is to provide a high-level summary of progress and delivery within the capital programme and confirm the year end position for 2021/22. In addition, this paper provides a short narrative summary on early progress of the capital programme in 2022/23 and provides recommendations for changes to the programme in 2022/23 and beyond.
2. There are six 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 Lead Member for Transport and Environment Strategy notes the significant progress in delivering the Economy, Transport and Environment capital programme in 2021/22, totalling gross spend of £111 million, and performance to date in the 2022/23 capital programme.
4. That the Executive Lead Member for Transport and Environment Strategy approves the adjustment of the 2022/23 Structural Maintenance programme to £65.901 million with the split of £61.901 million allocated to the Structural Planned Maintenance sub-programme and £4 million to the Bridges sub-programme.
5. That the Executive Lead Member for Transport and Environment Strategy approves the addition to the 2022/23 capital programme of the Whitehill and Bordon – Farnham Capital Improvements scheme at a value of £0.896 million to be funded by Section 106 contributions, and delegates authority to the Director of Economy, Transport and Environment, in consultation with the Head of Legal Services, to formally authorise the expenditure, agree the terms and enter into contractual arrangements for the transfer of this contribution to Surrey County Council.

## **Executive Summary**

6. The Economy, Transport and Environment Department'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.
7. 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.
8. This paper provides a short narrative summary of progress and delivery within the capital programme. The additional appendices to this report provide more detailed information and are referenced where relevant.
9. ETE's capital programme contributes towards the County Council's climate change targets of carbon neutrality and resilience to the impacts of a 2°C temperature rise by 2050. Climate change impact assessment tools are integral to the governance process, with all capital projects and decisions now evaluated for climate change adaptation and carbon mitigation. The sub-programme updates within this report, provide further details on some of the low carbon initiatives being adopted by the department.
10. ETE's capital programme continues to face significant challenges from current economic conditions and pressures related to the cost and availability of labour, materials, fuel and energy. Since the last update, rising energy prices and the conflict in Ukraine are further exacerbating the situation and schemes are experiencing unprecedented cost increases with some tender prices returning at 20% higher than estimated. Further information on these pressures is included in the sub-programme updates that follow in this report.

## **Expenditure and Finance 2021/22**

11. This section details the capital programme expenditure and finance for 2021/22 across the Economy, Transport and Environment programme.
12. The Department's gross capital spend during 2021/22 amounted to £111 million, 7% higher than the previous year and the highest capital spend of the department to date. This is in line with the outturn forecast in the previous update.
13. ETE has built further on its past success in securing competitively sourced external funding, in particular for the Integrated Transport sub-programme, where 48% of expenditure in 2021/22 was funded through a competitive process.
14. However, recent bids for central government funding have not been as positive in securing external funding, to support the delivery of ETE's capital programme. Since the last update, the department has been made aware that its £5.4 million bid for Department for Transport (DfT) Tranche 3 Active Travel Fund (ATF), resulted in an award of £0.683 million. In addition, it was unsuccessful in securing any funding from the National Bus Strategy which was an ambitious programme of bus service improvements. It is worth noting that the national picture was very disappointing as only 31 out of 79 local transport authorities

secured funding. Further information on the implications of these unsuccessful bids is detailed in the Integrated Transport sub-programme of this report, paragraphs 71 to 77.

15. More encouragingly, a £1.254million DfT capital grant has been made towards the cost of developing an outline business case for the A326 Waterside Improvements scheme, following submission of the strategic outline business case last summer. Should this be successful, then the A326 scheme stands to be the second largest highway scheme Hampshire will be responsible for delivering in many decades, but the largest on the County Council's own network.
16. Other significant 2021/22 funding sources across the ETE capital programme include Department for Transport (DfT) - Local Transport Plan grant (£11.145 million), DfT - Pothole grants (£14.886 million 2021/22 allocation plus £7.512 million 2020/21 carry forward allocation), DfT – National Productivity Investment Fund Grant (£3.721 million), Environmental Agency (EA) - Flood Grant in Aid/Local Levy (£0.744 million), and Hampshire County Council local resources (£33.379 million).
17. Developer Contributions spend totalled £9.4 million in 2021/22, over double the amount in the previous year (£4.42 million), and the highest spend since 2016/17. A focus on delivery of developer funded projects has been prevalent in 2021/22 and to maintain this momentum, new delivery models have been developed which will continue into 2022/23.
18. Appendix 2 provides a summary breakdown of how the expenditure in Appendix 1 was funded.
19. In line with year-end capital procedures, carry forwards from 2021/22 totalling £26.322 million were identified and were reported to Cabinet in July 2022. While no further decision is therefore required, the detail is included in Appendix 3 for information. The majority of the sums carried forward are planned and intended to build up sufficient funding to deliver larger schemes, which currently requires planned savings over a number of years in the Structural Maintenance programme. In addition to this, £3.2 million has been carried forward for the LED street lighting replacement programme.
20. 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 2021/22. The average fee ratio was 22% which is a fall of 7% compared to the previous year. A key factor for this reduction is that more major schemes were completed in 2021/22 and larger value schemes typically, have a lower fee ratio compared to smaller value schemes such as Active Travel Fund, due to the nature of the work.

## **Delivery 2021/22**

21. This section details significant points concerning the delivery of elements within each Economy, Transport and Environment sub-programme in 2021/22.

## Structural Maintenance Programme

22. The Structural Maintenance programme was completed as planned with a total of 470 schemes being delivered, across all work streams. The slight reduction in the number completed compared to the 2019/20 programme is accounted for by differences in scale and complexity of the schemes, with the programme being determined by asset management principles. Notable successes included the £3 million carriageway resurfacing programme of works at the A31 Alton bypass, and a significant edge repair (haunching) programme, utilising recycled material from the facility at Micheldever.
23. Progress was also made in 2021/22 on a variety of Bridges projects. In April 2021, the Holmsley bridge replacement scheme was awarded and the appointed contractor began work completing detailed method statements and environmental management plans for work within the New Forest National Park. The site compound was setup a few months later in August, with the main works starting in September after the tourist season. Diversions had to be implemented for some aspects of work both for the A35 and the C10 beneath the bridge. The bulk of the bridge construction was completed by the end of March.
24. At the Redbridge Causeway Totton, the Redbridge Work Package 2 (Redbridge Viaduct) scheme was completed in November. This was a major concrete refurbishment of over 100 supports under the 300m long Viaduct working over tidal water. At the same time the Design Team continued to work on preparation of the Redbridge Work Package 3 scheme for repair of the 3 bridges carrying the Eastbound carriageway. These latest works are part funded by a successful DfT Major Road Network bid for £13.4 million.
25. Design assistance and support continued for the Botley bypass as well as ongoing regular inspections and maintenance of 1,750 County owned highway structures. Progress was also made with Network Rail over agreement for the refurbishment of their Campbell Road bridge in Eastleigh.

## Integrated Transport Programme

26. Performance on the Integrated Transport Programme was strong in 2021/22 with good progress made across a range of schemes and a record programme spend of over £52 million.
27. The Majors schemes sub-programme (schemes >£2 million) progressed well, with notable successes including completion and opening of the Eclipse Busway extension; completion of the supporting infrastructure to enable the opening of the new Deer Park School in Botley with construction continuing at pace to complete the infrastructure to support residential development and the first phases of Botley Bypass. Phase I of improvements to the A326 Waterside corridor have also been completed.
28. Stubbington Bypass progressed well in 2021/22; construction of the major project at Brighton Hill roundabout, Basingstoke commenced in January 2022 and good progress was made on the M27 (Junction 9) upgrade.
29. There was significant work on funding agreements in Quarter 4, with most notably, the Housing Infrastructure grant funding agreement with Homes England (£41.250 million) to progress the M27 Junction 10 scheme. In addition,

agreements were finalised for Fawley Waterside Ltd (£4.7 million) and EM3 LEP (£1.28 million).

30. The Named schemes sub-programme (scheme value between £0.1 million - £2 million) also progressed well, with 13 schemes completed in 2021/22 and a further 70 Named schemes in delivery in the final quarter of 2021/22. In addition, 11 minor works schemes (value < £0.1 million) were completed in 2021/22 with another 15 at various stages of delivery.
31. Named schemes delivered a range of valuable local projects across the county including pedestrian route enhancement schemes in Bramley Road, Bramley, Lymington Bottom, Four Marks, and Hayling Island; installation of a new mini roundabout at North Lane, Aldershot; new junction arrangements at Anstey Lane/Road, Alton and an Active Travel cycle scheme at Brighton Hill, Basingstoke.
32. Within the Majors and Named sub programmes, design, development and procurement is well advanced across the Transforming Cities fund programmes for the South-West and South-East with delivery of 20 schemes programmed to commence later this year.
33. There have been a number of challenges throughout the year including the capacity across the sector to deliver significant levels of investment which has driven the development of alternative delivery models and approaches to procurement. Inflationary pressures and economic uncertainty impacting costs and creating a genuine challenge in forward planning and budget forecasting remain.
34. The Casualty Reduction works sub-programme had a successful year. 77 schemes, aimed at reducing the number and severity of traffic collisions on County Council maintained roads, were completed. The schemes varied in individual cost and scale with total spend of £1.577million and a further £0.710 million (consisting of 40 deferred schemes) likely to be carried forward to 2022/23. The high priority scheme at Ipley crossroads was completed in January 2022 and is within budget.

### Waste Programme

35. In February 2022, a planning application was submitted on behalf of the Waste and Resource Management Team for the development of a new Materials Recovery Facility (MRF), with a capacity of up to 135,000 tonnes per annum, at Chickenhall Lane to enable delivery of a new kerbside dry recycling service across Hampshire. The scheme is set to be funded by prudential borrowing of up to £30 million, with the expectation that the facility will be operational in 2024.
36. All but one of the Project Integra partner authorities have approved the Joint Municipal Waste Management Strategy and it is expected that this will be done within Q1 of 2022/23 which will commit all authorities to the proposed twin stream system. This project will result in a significant reduction to the carbon impact of not only the County Council's waste disposal service but also to that of the other Local authorities in Hampshire (11,000TCO<sub>2</sub>e per annum).
37. Progress on the County Council's closed landfill sites to replace the leachate tanks at Hook Lane, Somerley and Bramshill as well as a new landfill gas flaring system for Hook Lane has not advanced as expected both due to supply issues

for the materials and limited availability of contractors to complete the works. It remains priority to undertake the works ahead of winter 2022.

38. Work to develop a new Household Waste Recycling Centre as part of the Aldershot Urban Extension has progressed with feasibility work completed on a site that could provide an opportunity to improve overall service provision across Rushmoor.

#### Flood Risk and Coastal Defence Programme

39. Significant progress on the Flood Risk and Coastal Defence Programme was achieved in 2021/22. Phase 1 of the Rectory Road and Sycamore Road Flood Alleviation Scheme was carried out and essential overflow pipework on Phase 2, took place in the last quarter. Utility diversion works and tender package arrangements for Phase 3 of the Buckskin Flood Alleviation Scheme was completed, with a delay to implementation until April 2022, to avoid the risk of working during the high groundwater season. Due to increased costs caused by economic events such as labour and materials shortages/inflation costs, and complexity of works in undertaking 16 work packages, a Project Appraisal update for Phase 2 of the Farringdon and Chawton Flood Alleviation scheme was approved for a revised cost of £1.181m. The Outer Winchester Flood Alleviation Scheme Phase 1 was completed and following the approval of the Outline Business Case for Phase 2 by the Environment Agency, Local Levy and Flood Defence Grant in Aid Funding of £0.243 million was claimed in February 2022. Public engagement has been held in Littleton on the developing detailed designs. Phase 2 of the Eversley flood alleviation programme was completed in March 2022 which included culvert and minor drainage works.

#### Community Transport Programme

40. During 2021/22, £38,919 was spent on the Hartley Wintney Community Bus which was funded by a mix of S106 contributions (£17,931) and the vehicle replacement reserve (£20,988). A further £24,528 has been spent towards mopeds on the Wheels to Work scheme.
41. In March 2022, it was announced that the County Council's co-ordinated bid with Portsmouth City Council and First Bus to the DfT ZEBRA (Zero Emission Bus Regional Area) fund was successful. £6.6m ZEBRA funding has been awarded with First Bus committing a further £7.9m. It will fund 34 new electric buses, and the associated charging infrastructure, to operate from First's depot in Fareham on routes in Gosport, Portsmouth and Fareham.

#### **Challenges and Opportunities 2022 and beyond**

42. This section details the significant challenges and opportunities for the department of the capital programme in 2022/23 and future years. Where required, it also provides recommendations for the Executive Lead Member for Transport and Environment Strategy.
43. Expenditure of £161.78 million for 2022/23 was estimated in January 2022 (Appendix 2 of the Executive Lead Member for Economy, Transport and Environment report). This figure will be amended to take into account

programme changes as they develop through the year, including those outlined in this report.

44. Looking forward, ETE’s capital programme continues to face significant challenges from current economic conditions and the pressures related to the cost and availability of labour, materials, fuel and energy. Volatile costs are making budget estimation difficult and are placing sustained pressure on project performance. More recently, rising energy prices and the conflict in Ukraine are exacerbating the situation and schemes are experiencing unprecedented cost increases with some tender prices returning at 20% higher than estimated. Further details are available in the sub-programme updates below.
45. To limit the impact on its infrastructure projects, the department continues to engage collaboratively with its delivery partners to manage the allocation of risk.

### Structural Maintenance Programme

46. In February 2022, the Government announced a 3-year funding settlement for highway maintenance. The annual settlements are £33.493m each year from 2022/23 until 2024/25. It should be noted that the annual settlements are set for the next 3 years and Government is not intending to adjust them to allow for inflationary pressures. This means that the settlements will, in real terms, diminish in value over time and result in less work being delivered on the ground, adding to the already significant maintenance backlog.
47. The national allocations for the Highways Maintenance Block (HMB) funding and Incentive Fund are the same as last year (£500 million for the HMB and £125 million for the Incentive Fund).
48. Of these national allocations, Hampshire County Council received £14.886 million from the HMB and £14.886 million from the Pothole Fund. These funding allocations are based on Government’s needs based formula.
49. The County Council also received the maximum available funding of £3.721 million from the Incentive Fund through the successful submission of a Band 3 (the highest band) self assessment.

Budget adjustments detailed in this report, result in the Structural Maintenance 2022/23 programme value of £65.901 million as shown in table 1 below. It should be noted that the earlier decision by the Executive Lead Member for Economy, Transport and Environment to re-direct funding from the new £7million revenue budget allocation approved by the County Council in November 2021, will add up to a further £3.5 million to the 2022/23 Structural Maintenance budget as a one-off adjustment to cope with exceptional inflation in year.

**Table 1: Structural Maintenance Programme**

	Original 2022/23 budget £000	Adjusted 2022/23 budget £000
Local Resources	11,823	11,823
DfT - LTP Grant – Maintenance	14,886	14,886

DfT - Pothole Funding	14,886	14,886
DfT - Highways Maintenance Incentive Funding	3,721	3,721
Carry forward from 2021/22*		20,585
<b>Total Programme</b>	<b>45,316</b>	<b>65,901</b>

\*Further details are included in Appendix 3 for information.

50. The corresponding adjustment to the two sub-programmes is shown in tables 2 and 3 below:

**Table 2: Structural Planned Maintenance Programme**

	£000
Operation resilience <sup>1</sup>	34,604
Local depots	7,693
ITS	650
Other Highways structural maintenance	4,931
Future schemes	14,023
<b>Total Programme</b>	<b>61,901</b>

<sup>1</sup> The potential addition of up to £3.5million to allow for inflation (to be confirmed in next quarterly update).

Note that future schemes value includes funding allocations for future Bridge works so may be transferred into the Bridges programme.

**Table 3: Bridges programme**

	£000
Bridges	4,000
<b>Total Programme</b>	<b>4,000</b>

51. It is therefore recommended that the Executive Lead Member for Transport and Environment Strategy approves the adjustment of the 2022/23 Structural

Maintenance programme to £65.901 million with the split of £61.901 million allocated to the Structural Planned Maintenance sub-programme and £4 million to the Bridges sub-programme. The earlier decision by the Executive Lead Member for Economy, Transport and Environment to re-direct funding from the new £7million revenue budget allocation, will add up to a further £3.5 million as a one-off adjustment, to meet inflationary pressures.

52. Within the Structural Planned Maintenance sub-programme, there are 492 schemes in the programme and to date 53% have been ordered and 5% are built. A delayed start to the surface dressing programme, arising from material supply concerns, has meant that the built figure is less than for the equivalent period last year.
53. The County Council and Milestone are continuing to face unprecedented pressures on the programme of work, as world events continue to impact on material supply and resource availability. Material costs continue to rise sharply, and there are risks to the continuity of supply of basic materials such as bitumen. Much work is being done collaboratively by the teams within the County Council and Milestone to mitigate the risks and impact on the programmes working closely with supply chain partners.
54. In addition, the re-direction of up to £3.5million of revenue funding approved by the Executive Lead member for Economy, Transport and Environment in May, is proposed as a one-year adjustment to cover the additional costs caused by inflationary pressures, anticipated in delivering this year's planned Structural Maintenance programme. The exact requirements are being reviewed in light of current market conditions with an update to be provided in the next quarterly update.
55. Recycled cold lay binder (CLB) is now being used on suitable sites within the carriageway resurfacing programme which represents a saving in new materials and a reduction in our carbon usage. In addition, new surfacing materials are, where possible, now 'warm mix' as a low carbon alternative.
56. Turning to the Bridges sub-programme, at Holmsley, A35 traffic was transferred onto the new bridge before Easter as planned and the old bridge subsequently removed. Work then turned to drainage, landscaping, fencing and final utility diversions. The scheme is on track for completion in June before the start of the 2022 tourist season.
57. In March 2022, the detailed programme and costs were provided to DfT for Redbridge Work Package 3 works and ministerial sign off for the release of the £13.4m DfT funding was confirmed at the beginning of June. Hampshire's contribution is being used to forward fund the scheme allowing enabling works to commence under pre-booked railway possessions. As with most construction projects, there has been pressure on the budget due to significant increases in fuel, material and labour costs. The scheme is adopting carbon efficient measures such as locally sourced materials to reduce the carbon footprint and energy is being supplied by a hybrid battery rather than running the fuel powered generator. The use of sustainably sourced biofuel Hydrotreated Vegetable Oil (HVO) instead of diesel further reduces emissions.
58. Other schemes in preparation are a replacement bridge deck for Garnier Road bridge in Winchester and a replacement bridge in Eastleigh.

## Integrated Transport Programme

59. On transport, the Major Schemes programme (schemes >£2 million) will see major schemes totalling over £70 million continuing in, or progressing to, the construction stage in 2022/23, including Brighton Hill Roundabout (£20.75 million), M27 Junction 9 (£23.128 million), A326 Waterside corridor (£10.45 million), Lynchford Road (£10.880 million) and Woodhouse Lane South, Botley (£6.044 million).
60. Last year's excellent progress continues into the first quarter of 22/23 with the following notable achievements:
- the opening of the Stubbington Bypass on 30 May 2022 with an official event attended by Baroness Vere to include a charitable fun-run;
  - good progress is being made on the construction of Botley Uplands Development Infrastructure which includes substantial highway works including a new subway in Woodhouse Lane South;
  - construction of improvements at Brighton Hill roundabout, which began in January 2022, continue at pace;
  - good progress is being made on M27 (Junction 9) with works scheduled for completion in September 2022;
  - Phase 2 of A326 Waterside corridor infrastructure improvements are progressing in 2022/23;
  - the contract award for a package of improvements at North Camp, Farnborough is imminent with works commencing in summer 2022; and
  - scheme development and approvals have progressed well to deliver improvements at Aldershot Station in 2022/23.
61. Procurement for Botley Bypass has been launched using a 2-stage approach which engages at an early stage with a delivery partner to finalise designs; assess buildability; secure approvals and consent and jointly develop a target cost. This approach is seeking to de-risk the project and improve cost certainty in the current turbulent marketplace. Delivery is on track with construction scheduled to commence in April 2023 for approximately 24 months.
62. The sub-programme for schemes below £2.0 million will also be very active in 2022/23, with an initial programme of 85 schemes totalling in excess of £45 million at some stage of delivery.
63. Several schemes funded by the second tranche of Active Travel Fund have undergone detailed consultation, with delivery due this year.
64. For the pipeline of almost £40 million of Transforming Cities Fund (TCF) schemes, procurement is underway to appoint delivery partners for a range of Transforming Cities Schemes across the South-West and the South-East (including Gosport Bus Station Interchange, A27 Fareham walking, cycling and public transport improvements, Eling to Holbury cycle route and bus improvements at Marchwood Bypass).
65. It should be noted that significant challenges continue to be experienced with cost uncertainty and inflationary pressures and there are challenging deadlines to achieve TCF programme delivery by the end of March 2023. Cost variations across Southampton TCF schemes are likely, although it is anticipated that the overall funding envelope for the programme will not be exceeded. Further

updates on the impact of changing market conditions in the construction sector on the TCF programme will be provided at future decision days.

66. Investment in Whitehill and Bordon continues with the proposed public realm and transport improvements at Arrival Square as well as the installation of shared use footpaths and active travel infrastructure, including the Green Loop and Wayfinding Project which has been shortlisted as a regional finalist in the Best Project category of the Southeast RTPI Awards for Planning Excellence 2022.
67. As part of the wider Whitehill and Bordon improvement package of works, there have been long term discussions with Surrey County Council concerning the transfer of £0.896 million S106 funding from Hampshire County Council to part fund works in Surrey County Council that will support the development at Whitehill and Bordon. The proposed works will provide benefits such as enhanced connectivity for new and existing residents in the Whitehill and Bordon area to Surrey and the South-East strategic road network more generally.
68. Surrey County Council proposes to use the Section 106 contribution towards off-site junction improvements, as set out in the report to East Hampshire District Council's Planning Committee on 23 April 2015. This report identified a total of six locations for improvements, four of which are in Surrey. The measures proposed are in accordance with the terms set out in the Section 106 agreement and considered by Hampshire County Council to be a sound and effective approach to mitigating the impact of development on the wider highway network. The total contribution for the 4 Surrey junctions was anticipated to be just shy of £896,000. Since the 2015 report costs have risen, and in the circumstances the Highway Authorities consider that delivering two schemes (Coxbridge Roundabout and Hickley's Corner) is the most effective way of mitigating the impacts of the development on the wider network within the resources available. This position has been confirmed with the local planning authority, East Hampshire District Council.
69. The transfer of £0.896 million, as a full and final settlement, will be used as a contribution towards the proposed off-site junction improvements within the Surrey County Council area. It is understood that this will be used to contribute towards improvements in two of the locations identified in the 2015 report, as agreed with Surrey County Council. In addition, Surrey County Council is in the process of bidding for funding from the Department of Transport to support additional works on the Farnham A31 Corridor. If the bid is successful, the proposed scheme will include widening the roundabout at Coxbridge and either an at-grade capacity improvement or a grade-separated option at Hickley's Corner. If the bid is unsuccessful, the proposed scheme will be smaller in scale and include improvements to sustainable transport options, such as walking routes and pedestrian infrastructure, in Farnham town centre.
70. A funding agreement has been developed between Hampshire County Council and Surrey County Council which includes terms of use of the funding that are in accordance with the Section 106 agreement.
71. It is therefore recommended that the Executive Lead Member for Transport and Environment Strategy approves the addition to the 2022/23 capital programme of the Whitehill and Bordon - Farnham Capital Improvements scheme at a value

of £0.896 million to be funded by Section 106 contributions, and delegates authority to the Director of Economy, Transport and Environment, in consultation with the Head of Legal Services, to agree the terms and enter into contractual arrangements for the transfer of this contribution to Surrey County Council.

72. As mentioned earlier in the report, ETE has had mixed success with recent bids for competitively sourced funding, and there is now uncertainty over some of the schemes that were previously added to the capital programme in January 2022. Bidding is a revenue activity but it is worth noting as success in bidding is a good indicator of the shape of future capital programmes.
73. Since the last update, the department have been made aware that its £5.4 million bid for DfT Tranche 3 Active Travel Fund, resulted in an award of only £0.683 million. This will fund a number of low cost quick win improvements to include: provision of cycle parking at key destinations; a review of cycle signage and physical measures such as staggered barriers to ensure consistency with latest DfT cycle infrastructure guidance; and, the introduction of dropped kerbs on key walking routes such as routes to schools. Officers are in the process of identifying locations for the above improvements and will invite input from County Councillors and Parish Councils for suggestions of potential locations. The low award means that funding has not been made available for a package of schemes in Havant including the upgrading and resurfacing of the Hayling Billy trail; improvements to the rights of way network on the Titchfield Canal; and, the development of business cases for exemplar cycling schemes across various other Districts.
74. In addition to the ATF allocations, Hampshire was successful in a Mini-Holland Expression of Interest (EoI) to the DfT and has received £0.08 million to develop a business case. The Mini-Holland programme aims to invest significant amounts of money in up to 12 locations across the country for the intensive, transformational spending on roads and streetscapes to make them, over time, as cycle and pedestrian-friendly as their Dutch equivalents. The EoI was for Winchester, and it was one of only 19 locations in the country to be short-listed. The bid focus will be to improve conditions for walking and cycling to/from the city centre, create high quality cycle routes that traverse the one-way system and potentially introduce a small number of Low Traffic Neighbourhoods in areas close to the city centre. It should be noted that proposed measures will be subject to further consultation and evaluation and the final scheme will be fully informed by this process, and consideration of future maintenance liabilities.
75. Since the last update, the County Council has also been made aware that its bid for an ambitious programme of bus service improvements, was unsuccessful and resulted in a zero-funding settlement. Two thirds of transport authorities in the UK were also unsuccessful. The impact of a zero-funding settlement will be understood in the Summer but is likely to be significant. A bus network review is underway to determine what levels of service will apply across Hampshire. The review involves talking to all the bus operators and understanding the impact of reduced bus demand on commercial and non-commercial bus services. We expect there to be a rebasing of the network. The full implication of the pandemic followed by an unsuccessful funding award, will be the matter of a decision report later in the year. Despite this, the County Council is working in

partnership with operators and recently held the first meeting of the new Enhanced Partnership meeting and are planning which interventions in the Bus Service Improvement Plan (BSIP) can be implemented, within the resources available.

76. It is encouraging, however, that the County Council was awarded £1.254 million funding, to support the large Local Majors scheme development of the outline business case for the A326 Waterside Improvements scheme. If successful, the scheme stands to be the second largest highway scheme that the County Council will be responsible for delivering in many decades but should be more straightforward than the comparable scale junction 10 scheme as it's all on the County Council's own network.
77. Overall, it is very disappointing that a lower than anticipated settlement for Active Travel funding and zero funding for BSIP was received and ETE is in discussion with Government officers to understand why this has been the case and to seek to understand how the County Council can receive, at least, a proportionate share of national funding going forward for its ambitious active travel and bus improvements. In this funding round, their focus has been on dense urban areas where they hope to have greatest impact.
78. In addition to the capital grants received, ETE has also been in receipt of revenue funding in the form of capacity grants. These are grants allocated by a formula and which all local authorities have received from the DfT. This is a relatively new phenomenon and is a clear indicator that Government are concerned that local transport authorities lack the right staff capacities and skills to implement Government policy at a local level. Over the last 6 months, the County Council has received revenue grants for development of the BSIP, active travel schemes and the New Local Transport Plan 4. We have been advised this may continue in some of these areas of policy. DfT are keen that this revenue funding is spent on new staff capacity and not on consultancy support. However, without multi-year funding commitments from DfT, employment of new permanent staff cannot be recommended due to increasing revenue pressures on local authority budgets.
79. Looking forward, ETE will have opportunities to bid for more ATF funding (possibly a three-year programme of network enhancements) and for Levelling Up funding calls. The latter of these is likely to involve the resubmission of an improved levelling up bid which was focused on improving active travel infrastructure around Havant and Gosport that complement the regeneration plans of the two District Councils.
80. Turning now to the 2022/23 Casualty Reduction works sub-programme, which consists of a range of safety improvement schemes due to be implemented across the County. For this year there are 90 schemes currently programmed however, due to the reactive nature of this sub-programme, it is likely that further schemes will be added over the course of the year.
81. £1.5 million has been allocated for the delivery of these schemes, along with £710,000 to be carried forward from the previous year. A further £0.45 million has been allocated for the delivery of safety led Traffic measures which will be delivered under the district Traffic Management agencies agreements and by Hampshire County Council's traffic and on-street parking teams. It is expected

these programmes will broadly contribute to climate change targets by aiding traffic movement and reducing delays caused by collisions.

### Waste Programme

82. The planning application for the new Materials Recovery Facility at Chickenhall Lane is being progressed as additional information has been requested and a regulation 25 letter issued by the Planning Authority. This will require a further period of consultation once the information is submitted which will lead to a delay in the application's determination. A key issue to be resolved is in relation to an objection from the National Air Traffic Service (NATS) as the structure may have an impact on one of their beacons at Southampton airport. Technical solutions are being investigated in conjunction with NATS with proposals to be submitted as soon as possible. Subject to the outcome of the planning application, a project appraisal will be progressed for consideration by the Executive Member, which is set to be funded by prudential borrowing and contributions from Southampton and Portsmouth City Councils, of up to £30 million, with the expectation that the facility will be operational in 2024.
83. Initial feasibility works are set to be undertaken at the Rushmoor Waste Transfer Station on Eelmoor Road which is a strategic facility ensuring bulky and onward movement of kerbside collected waste to minimise refuse vehicle journey times and therefore the environmental impact of the service. There is very limited space on site to accommodate the service as we transition to the new recycling system in Hampshire of twin stream dry recyclables and food waste. Options to expand the site include securing additional land from Rushmoor Borough Council who own a large proportion of the industrial estate to enable a redevelopment of the whole site.
84. The feasibility work on the new Aldershot Household Waste Recycling Centre (HWRC) site as part of the Aldershot Urban Extension is progressing and has significant potential to support the project outlined above through delivery of a single large HWRC that serves both Aldershot and Farnborough. This would facilitate a redevelopment of the Waste Transfer Station to ensure it remained fit for purpose to deliver on the new recycling service driven by the Environment Act 2021. Desktop feasibility on vehicle access from the Lynchford Road junction of the A331 is being completed by the developer, Grainger, to determine the total cost of the proposed scheme ahead of a project appraisal being developed in 2022/23.
85. Following delays last year due to supply chain and contractor issues, the closed landfill works to replace the leachate tanks at Somerley, Hook Lane and Bramshill as well as the flare at Hook Lane are now programmed to be completed by Q3 2022/23.

### Flood Risk and Coastal Defence Programme

86. Works on the Sycamore Road element of the Rectory Road and Sycamore Road Flood Alleviation Scheme are scheduled to start in Summer 2022 and will last approximately 6 weeks. This scheme will reduce the impact of surface water runoff by creating better connections with the existing road drainage in Sycamore Road and raising the level of a footpath in King George playing fields

to provide access in flood conditions. At Rectory Road, re-seeding has now been completed as well as most of the snags.

87. Further funding contributions from the Flood Defence Grant in Aid Funding and Local Levy are being sought for the Farringdon and Chawton Flood Alleviation scheme. The Environment Agency is aware of the escalating costs and are supportive of a request for a further contribution. If successful, this will reduce the contribution made by the Flood Risk and Coastal Defence budget. Work is due to commence in July 2022 with completion programmed for March 2023.
88. Phase 3 works of the Buckskin Flood Alleviation Scheme commenced on site at the beginning of April and are due to be completed end of May/ early June. Some issues have arisen on site with utilities and work is ongoing to resolve this within the allocated budget.
89. The Outer Winchester Flood Alleviation Scheme covers Littleton, Headbourne Worthy and Kings Worthy locations. CCTV survey work undertaken in Headbourne Worthy has identified the need to address additional issues. A detailed design and tender package for the Littleton works has been prepared. However, due to increased costs caused by economic events such as labour and materials shortages/inflation costs, a revised Project Appraisal will be progressed in due course seeking further funding support. Legal agreements are currently being arranged to work on third party land to enable the connection to a private asset.
90. The Eversley/Webb's Corner drainage scheme is currently in the defects period and parish and local residents are due to be briefed on current scheme progress. Planning for a further phase of work, Phase 3, is being progressed by Hampshire Highways but will be subject to funding availability.

#### Community Transport Programme

91. The projected spend for 2022/23 is £19,250 towards a replacement vehicle on the Fareham Group Hire and a further £6,626 towards mopeds on the Wheels to Work scheme.
92. Following the successful outcome of the County Council's co-ordinated bid with Portsmouth City Council and First Bus to the DfT ZEBRA (Zero Emission Bus Regional Area) fund, £6.6m ZEBRA funding has been awarded with First Bus committing a further £7.9m. It will fund 34 new electric buses, and the associated charging infrastructure, to operate from First's depot in Fareham on routes in Gosport, Portsmouth and Fareham. The buses are expected to be used on services from early 2024. First Bus are responsible for project delivery overseen by officers at Hampshire County Council and Portsmouth City Council. The ZEBRA funding is being held by Portsmouth City Council to be passed on to First Bus subject to completion of agreed milestones and as such there are no financial obligations to Hampshire County Council.

#### **Consultation and Equalities**

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

94. 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**

95. 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.
96. 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**

<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> <a href="#">ETE Proposed Capital Programme 2022/23, 2023/24 and 2024/25-2022-01-27-ELMETE Decision Day (hants.gov.uk)</a>	<u>Date</u> 27/01/2022
<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 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.

### Economy, Transport & Environment Spend by Programme – 2021/22

Gross Expenditure	To 31 March 2022 £
Structural Maintenance	57,330,073
Integrated Transport Programme	52,491,306
Flood & Coastal Defence Management	1,032,690
Solent Enterprise Zone	23,651
Community Transport	63,447
Waste	35,831
Street Lighting	41,966
<b>TOTAL</b>	<b>111,018,964</b>

## Details of Funding used in 2021/22

	£
<b><u>Funding</u></b>	
Contributions:	
Other Local Authorities (OLAs)	1,012,073
Developers	9,397,571
CIL	0
Other	25,143,307
Grant income	42,007,623
Miscellaneous income	79,130
Local resources	33,379,260
<b>Total funding</b>	<b><u>111,018,964</u></b>

## Further detail on successful competitive bids and other contributions funding

<b>HCC Capital Schemes</b>		<b>Net Contributions</b>
		<b>£</b>
NHS Hampshire, South	Gosport War Memorial Hospital - Signage	977
PCC/Solent LEP	Newgate Lane -Online Widening	20,972
HCC/Enterprise M3 LEP	Thornycroft Rbt Imps -major development	(599,999)
HCC/Enterprise M3 LEP	Farnborough Growth Package	1,200,566
Highways England	M27 Jctn 9 & R1 Roundabout, Whiteley	2,183,198
PCC/Solent LEP	Stubbington Bypass - LGF	11,754,319
PCC/Solent LEP	Stubbington B/P land & enabling works	68,909
HCC/Enterprise M3 LEP	A30 Corridor-Brighton Hill/Hatch Warren	2,113,732
SCC Transforming Cities Fund Tranche 1	Test Lane and Andes Rd, Nurslingv	1,489
HCC/Enterprise M3 LEP	Whitehill Bordon EHDC STP Elements	(2,608)
Highways England	HE Ringwood TC/Market Place Imps	5,634
HCC/Enterprise M3 LEP	EM3 - Invincible Rd, Farnborough	(16,422)
SCC Transforming Cities Fund Tranche 2	STCF2 Bishopstoke Rd, Eastleigh, Bus PR	298,445
SCC Transforming Cities Fund Tranche 2	STCF2 Bursledon Road Cycle Link	76,929
SCC Transforming Cities Fund Tranche 2	STCF2 Redbridge Viaduct	48,779
SCC Transforming Cities Fund Tranche 2	STCF2 Eling - Holbury Cycle Route	188,045
SCC Transforming Cities Fund Tranche 2	STCF2 Rushington Roundabout	235,408
SCC Transforming Cities Fund Tranche 2	STCF2 Eastleigh Town Centre Cycle Route	160,320
PCC Transforming Cities Fund Tranche 2	PTCF2 Gosport Bus Interchange	320,270
PCC Transforming Cities Fund Tranche 2	PTCF2 Waterlooville Corridor	121,743
PCC Transforming Cities Fund Tranche 2	PTCF2 Havant Town Centre	138,709
PCC Transforming Cities Fund Tranche 2	PTCF2 Rusty Cutter	47,076
PCC Transforming Cities Fund Tranche 2	PTCF2 Delme Roundabout	316,735
PCC Transforming Cities Fund Tranche 2	PTCF2 Portchester Dist Centre	95,055
SCC Transforming Cities Fund Tranche 1	STCF Tranche 1 Redbridge Causeway-Eling	46,382

Highways England	M27 Junction 7	630,734
PCC/Solent LEP	A326 Fawley Waterside Phase 1	2,819,412
SCC Transforming Cities Fund Tranche 2	A326 Fawley Waterside Phase 1	271,000
HCC/Enterprise M3 LEP	Whitehill Bordon STP - Alexandra Park	8,954
HCC/Enterprise M3 LEP	Whitehill Bordon Relief Rd J2-J3	(36,777)
SCC Transforming Cities Fund Tranche 2	Soton TCF2 - Marchwood Bypass	146,070
SCC Transforming Cities Fund Tranche 2	Soton TCF2 - Junction Road, Totton	91,575
SCC Transforming Cities Fund Tranche 2	STCF2 Corridor 1 Imp/Super Bus Stops	22,157
SCC Transforming Cities Fund Tranche 2	STCF2 Corridor 4 Improved Bus Stops	24,474
SCC Transforming Cities Fund Tranche 2	STCF2 Airport Parkway Travel Hub	20,844
SCC Transforming Cities Fund Tranche 2	STCF2 Eastleigh Mobility Hub	43,477
SCC Transforming Cities Fund Tranche 2	STCF2 A27 Providence Hill Cycle Link	242,601
HCC/Enterprise M3 LEP	W/B GGGL - Outstanding C114 Crossings	443,598
HCC/Enterprise M3 LEP	Whitehill Bordon GGGL Village Hall	116,669
HCC/Enterprise M3 LEP	W/B GGGL SE Loop - Alexandra Pk - New Rd	356,030
HCC/Enterprise M3 LEP	Whitehill Bordon Ennerdale Road Ph 2&3	59,490
HCC/Enterprise M3 LEP	Blackwater Valley Gold Grid - PTC	288,158
Highways England	Ringwood TC/Market Place Imps Phase 2	296,016
PCC Transforming Cities Fund Tranche 2	PTCF2 Local Access, Leigh Park	28,485
HCC/Enterprise M3 LEP	Whitehill Bordon GGGL - Conde Way Rbt	97,882
HCC/Enterprise M3 LEP	Whitehill Bordon GGGL -Route to Lindford	750
HCC/Enterprise M3 LEP	Whitehill Bordon GGGL- Budds Ln South FW	138,250
PCC Transforming Cities Fund Tranche 2	PTCF2 Havant TC Ped & Cycle Imps	17,953
PCC Transforming Cities Fund Tranche 2	PTCF2 Havant College - Station - LAZ	92,341
HCC/Enterprise M3 LEP	W/B STP - SE Loop North Section	39,155
Office of Police & Crime Commissioner	Glebe Gardens Subway, Basingstoke	35,804
DC reversal	Droxford Rd, Swanmore - footway	(51)
DC reversal	New Road, Swanmore - Accessibility Imps	(56)
	<b>HCC SUB TOTAL</b>	<b>25,119,656</b>
<b>Daedalus</b>		
PCC/Solent LEP	Solent EZ - Daedalus Drive (ph 3A)	23,335
PCC/Solent LEP	Solent EZ - Foul Drainage works (ph 3B)	316
	<b>Daedalus SUB TOTAL</b>	<b>23,651</b>
<b>Overall TOTAL</b>		<b>25,143,307</b>

**Schemes Not Started by 31 March 2022 – To be Carried Forward to 2022/23**

<b>Scheme</b>	<b>Starts or Exp</b>	<b>Value £000</b>	<b>Reasons for Delay</b>
<b>Structural Maintenance</b>			
Blackwater Rail Bridge	Exp	300	Accumulating funding for major scheme over a number of years
Havant Station Footbridge	Exp	750	Accumulating funding for major scheme over a number of years
Alver Bridge	Exp	250	Accumulating funding for major scheme over a number of years
Langstone Bridge	Exp	7,000	Accumulating funding for major scheme over a number of years
Redbridge (package 3)	Exp	3,250	Accumulating funding for major scheme over a number of years
ITS 2023/24 Upgrade	Exp	200	Funding set aside for future programme
Misc Op Res/Depots	Exp	1,837	Funding set aside for future programme
Bridges unallocated carry forward	Exp	556	Funding set aside for future programme
ITS 2022/23 Upgrade	Exp	500	Funding set aside for future programme
Drainage Op Res 2022/23	Exp	500	Funding set aside for future programme
A326 Drainage OP Res 2023/24	Exp	350	Funding set aside for future scheme.
Network Rail Millway Bridge	Exp	407	Funding set aside for future scheme.
Network Rail Campbell Road	Exp	1,400	Funding set aside for future scheme.
Bishopstoke Rail Bridge	Exp	300	Funding set aside for future scheme.
The Street, Eversley - Drainage Scheme	Exp	250	Funding set aside for future scheme.
UDI VRS Contribution	Exp	60	Funding set aside for future programme
A326 Waterside Contribution	Exp	200	Funding set aside for future scheme.
Cheriton / Kilmeston Road, Culvert	Exp	100	Funding set aside for future scheme.
Shore Road Hythe.	Exp	75	Funding set aside for future scheme.
Dear Leap Lane, Colbury C/W works	Exp	500	Funding set aside for future scheme.
Garnier Road Bridge	Exp	500	Funding set aside for future scheme.
Elmleigh Road, Havant OP Res Drainage	Exp	50	Funding set aside for future scheme.
A27 Castle St Roundabout, Porchester C/W works	Exp	200	Funding set aside for future scheme.
A27 Fareham C/W works	Exp	400	Funding set aside for future scheme.

A339 Basingstoke Road, Bas C/W works	Exp	400	Funding set aside for future scheme.
Cracknore Hard C/W works	Exp	250	Funding set aside for future scheme.
<b>Integrated Transport Programme</b>			
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
<b>Casualty Reduction Programme</b>			
Site Specific Safety Schemes	Exp	456	Slight delay in delivery of programme commitments remain in 2022/23
Route Specific Schemes	Exp	220	Slight delay in delivery of programme commitments remain in 2022/23
Casualty Reduction Programme	Exp	34	Slight delay in delivery of programme commitments remain in 2022/23
<b>Minor Traffic Management</b>	Exp	249	Slight delay in delivery of programme commitments remain in 2022/23
Traffic Management - On Street Parking Scheme	Exp	150	Slight delay in delivery of programme commitments remain in 2022/23
Flood & Coastal Defence Management	Start	212	Funding set aside for future scheme.
LED Replacement Programme	Start	3,206	Carry forward of funding for 21/22 schemes slipped to 22/23
<b>Total Environment</b>		<b>26,322</b>	

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

Havant Borough Council – NCN22 Petersfield Road Cycle Route – increase value to £741,000.

## 2021/22 Casualty Reduction Programme – completed

Sandy Lane, Farnborough	A342 Andover Rd (County Boundary to National Speed Limit), Faberstown
A3090 Romsey Rd/C163 Gardeners Ln, Ower	B3400 London Road, Freefolk - Bend at Priory Lane
C227 Andes Rd/C20 Test Ln Rbt, Nursling	C132 Fox Ln jw Pack Lane, Oakley
Heath Road, Durford Road, Pullens Lane, Petersfield	Ipley Crossroads, New Forest
B2150 Hambledon Road, Brockbridge	C74 Abbey Hill (City Boundary to Grange Rd), Netley
Gravel Hill/Forest Road/Bishopswood Road, Swanmore	A31 jw A272 Spitfire Link Rbt, Winchester
A30/A272 Hill Farm Crossroads, Barton Stacey	A272/B2070 Adhurst, Petersfield - EH852
A31 approach to A272, Chilcomb - W1013	Spring Garden Ln jw Stoke Rd, Gosport
A31 approach to A272, Chilcomb - Extra Chervon	A32 Brockhurst Rd/Forton Rd (Chantry Rd to King St,) Gosport
B2150 Hambledon Rd/Milton Rd Rbt, Havant	A3023 Manor Rd (Hollow Ln to Newtown Lane), Hayling Island
B3272 Hawley Ln junction with Grange Rd, Farnborough	A337 Stanford Hill/Belmore Rd, Lymington
B3420/C95 Harestock Xrds, Winchester	C135 Botley Rd jw C135 Highwood Ln, Romsey
C146 Portsdown Hill Rd jw Monument Ln and Nelson Ln, Fareham	A325/A323 Wellington Rbt, Aldershot
A272 C76 Longwood Dean Gander Down, Cheriton	Milton Road (Tennyson Crescent North to Longwood Avenue), Cowplain
B2177/C40 High St, Southwick	Purbrook Way/Riders Ln, Havant
A337 junction with Broughton Road, Lyndhurst	A335 Leigh Road junc M3 J13 NB, Eastleigh
A326/B3054 Heath Rbt, Dibden Purlieu	A3023 Beach Rd/Sea Front Rbt, Hayling Island
A35 Totton Bypass WBound, Totton	B3349 Golden Pot Crossroads, Lasham
A336 Hazel Farm Road Roundabout, Totton	C302 Church Lane East, Aldershot
A3 London Rd jct with King's Rd, Waterlooville	B3400 / Priory Ln, Freefolk - B981
B3402 Weyhill Rd jw Colebrook Way, Andover	A337 Lymington Rd/Caird Ave Rbt, New Milton
A326 Hardley Rbt, Hardley	A33 Basingstoke Rd, Turgis Green
A27 Church Hill, West End	A272 west of Cheesefoot Head, Winchester
A30, Nately Scures	A3057 New St, Andover - Vigo Lane to Spring Lane
Birchett Road, Aldershot	B2177 Winchester Rd/Claylands Ln/Victoria Rd, Bishops Waltham
A337 Lyndhurst Road, Brockenhurst - Meerut Rd to bends north of Tilebarn Ln	SLR signs, Fareham
High Street, West End - Gateways (30mph Speed limit extension)	C9 Morestead Road Bend by Stink Pot Hill, Winchester - W900w

Titchbourne & Gorselands Way, Gosport	B3048 / Harrow Way, St Mary Bourne
Down End Road, Fareham	B3272 Reading Rd (B3016 Longwater Rd to B3016 Marsh Ln) Eversley
C194 Townhill Way, West End, Eastleigh - Road Markings	A325 Bucks Horn Oak Gateway
A323 Eelmore Rd Bends & Clubhouse Rd Junction, Aldershot	B3035 Botley Road, Curdridge (north of Calcot Lane)
Longwood Crossroads, Lane End, Owslebury	Bull Hill/Norleywood Crossroads
A326 Staplewood Lane - NF1055	A32 Wickham Road - south of Cott Street
A32 Warnford Road, Corhampton	Woodlands Lane/Sarum Road, Sparsholt
B3037 Mortimers Lane, Lower Upham	A27 Kanes Hill, Bursledon
Pauletts Ln Calmore Rd, Totton - NF1056	Belmore Lane (Whiteflood Cottages), Winchester
Bourley Road TRO, Aldershot	Newton Lane, Newton Stacey
C25 Lockerley Rd, Awbridge to Carter's Clay	A27 Allington Ln RBT, West End
Grange Road jw Howe Road, Gosport	

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

A3057 Winchester Rd j/w Old Winton Rd, Andover	A272 Petersfield Rd/B2199 Pullens Ln/Inmans Ln, Sheet
A3057 New St - Vigo Lane to Spring Lane, Andover	A27 Cornaway Rbt - F758
A33 Basingstoke Rd, Turgis Green	C97 Main Rd (All Saints Church to Claypits Ln), Dibden
A35 Totton Bypass WBound jw Bartram Rd (S), Totton	B3272 Reading Rd / Sandhurst Rd, Yateley
C423 Stakes Hill Rd/C423 Purbrook Way/Crookhorn Ln Rbt, Havant	A31/A32 Chawton Rbt, Alton
B3035 Botley Rd (Curdrige to Bishops Waltham) - Surfacing	A33 Basingstoke Road (Winchester to Popham)
A32 Mumby Rd and B3333 South St (Falklands Gardens to Bus Station), Gosport	A30 London Rd/Elvetham Ln/Hulfords Ln, Hartley Wintney
A325 Farnborough Rd/Prospect Ave ATS, Farnborough	A337 Priestlands Place, Lymington
B2149 Petersfield Rd/B2149 Park Rd North/Elmleigh Rd Rbt, Havant	B3385 Newgate Ln / Speedfields Park , Fareham
A3 Portsmouth Rd/B2149 Dell Piece West/C116 Catherington LN ATS, Horndean	Nightingale Avenue, Eastleigh
B2150 Hulbert Rd/Purbrook Way Rbt (Asda rbt), Havant	A272/B3046 Crossroads, Cheriton
B2177 Bedhampton Hill/Old Bedhampton Hill, Havant	B3420 Andover Road North, Winchester
C44 and C58 Popley Way, Basingstoke	Gravel Hill, Swanmore - Speed Limit Improvements
A325 Farnborough Rd (Clubhouse Rd Slips to Queens Rbt), Aldershot	C40 Downhouse Rd j/w C66 Drift Rd, Clanfield
A3025 Portsmouth Rd/C74 Grange Rd, Netley	A287 Farnham Road Climbing Lane, Ewshot
Cyclists - High Risk Junctions	B3035 Botley Rd, south of Bishops Waltham
A36 Commercial Road (Beaumont Road to End of 30mph Speed Limit), Totton	C352 Chestnut Ave j/w Arnold Rd Eastleigh
C374 Highlands Road, Fareham	A27 Bridge Rd/Brook Ln Rbt, Fareham
Oakridge Road/Sherbourne Road, Basingstoke	Grange Rd j/w Nimrod Dr, Gosport
A326 Staple wood Lane to Twiggs Lane, Marchwood - VAS upgrade	B2149 Petersfield Rd/Middle Park Way, Havant
New Ln j/w Crossland Dr Havant	B2149 Park Rd South/Solent Rd ATC, Havant
A32 School Rd/Bridge St/B2177 Southwick Rd, Wickham - W1071+ VAS upgrade	A32 Forton Rd j/w Lidl Car park, Gosport
Hill House Bend, Liphook - EH853	A3(M)/B2150 Hulbert Rd Rbt, Havant
B3004 Headley Road (Standford through Passfield towards Liphook), Bordon	A33 Basingstoke Rd/B3349 Odiham Rd Rbt, Riseley
C361 Longfield Ave/Bishopsfield Rd, Fareham	A339/C70 The Avenue Lasham - VAS
C94 High St, Odiham	B3054/C75 Bull Hill Xrds, Norleywood
C13 Mylen Rd (Railway Bridge to Charlton Rd), Andover	A323 High St/B3008 Windsor Way Ordnance Rbt, Aldershot
Long Ln j/w Staplewood Ln, Marchwood	C37 Templars Way/School Ln Rbt Knightwood, Chandler's Ford

A3057 Bend outside Abbess Lodge, Leckford	A3051 Botley Rd j/w Station Rd, Park Gate
A27 Southampton Road, Titchfield	A27 Botley Rd (30mph Section), North Baddesley
B3035 The Hangers, Corhampton - Signs and Surfacing	A335 Leigh Road j/w Villeneuve St George Way, Eastleigh
Gravel Hill, Swanmore - VAS	B2177 Portsmouth Rd (50mph) Fishers Pond to Lower Upham
A3090 Badger Farm Road, Winchester	B3347 Ringwood Rd j/w Avon Causeway, Sopley
B3035 Botley Road j/w Chapel Ln, Curdridge	A35 High St (A337 Romsey Rd ATC to A35 Gosport Ln), Lyndhurst
A339 Newbury Rd (Star Inn Bend only), Kingsclere - B1011	Sarum Hill (Flaxfield Rd to Winchester Rd), Basingstoke
Purbrook Way (Barncroft Way to Hermitage Stream Bridge), Havant	B3016 Odiham Rd, Winchfield
A339/A340 Rbt, Basingstoke	C9 - Belmore Ln (Longwood Xrds to Salt Ln), North Upham
C74 Grange Rd/C74 Woolston Rd, Netley - E747	A32 Mumby Rd, jw Clarence Rd, Gosport
A30 / B3084 Leonards Grave Xrds, Broughton	Crookhorn Ln (Trojan Way to Perseus Pl), Havant
A35 (40mph Section to Cat and Fiddle PH), Hinton - NF1061	C18 Stoner Hill (Bridge Over A3 to Tad Cottage Rd), Steep
A30/A339 Hackwood Rd rbt, Basingstoke	C146 Portsdown Hill Rd j/w Skew Rd, Fareham
W1072 – B3049 Stockbridge Road / Stoney Ln Rbt, Winchester	C358 Bournemouth Rd/C37 Templars Way Asda Rbt, Chandlers Ford
C194 Townhill Way, West End	A32 j/w Petersfield Rd / Froxfield Ln (Hedge Corner), Monkwood
A32 Forton Rd j/w Spring Garden Ln, Gosport	A31 Hen and Chicken, Froyle
C58 Faraday Rd j/w Gresley Rd Rbt, Basingstoke	A326/A336 Goodies Rbt, Netley Marsh