

HAMPSHIRE COUNTY COUNCIL

Decision Report

| | |
|------------------------|--|
| Decision Maker: | Executive Member – Environment and Transport |
| Date: | 3 April 2012 |
| Title: | 2011/12 Quarter 3 Capital Programme Monitoring |
| Reference: | 3800 |
| Report From: | Director of Economy, Transport and Environment |

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1. Executive Summary

1.1 This paper provides a summary update on the progress towards delivering the 2011/12 Integrated Transport Capital Programme at the end of Quarter 3.

2. Finance

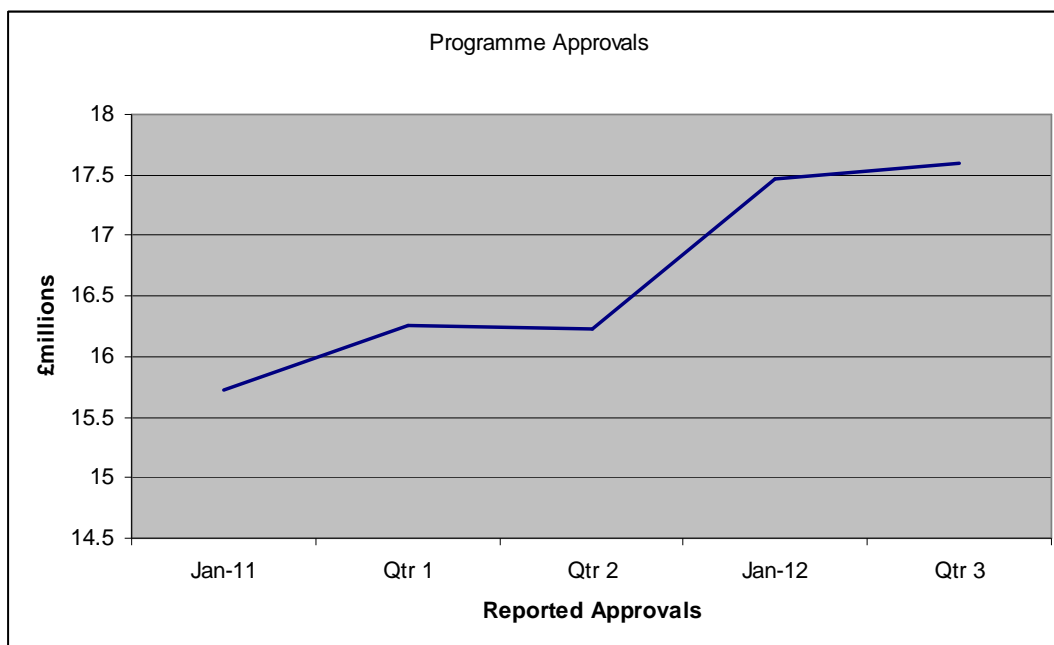
Resources and Approvals

2.1 Following some minor amendments which occurred after the Executive Member Decision Day in January 2012, the 2011/12 Transport capital programme approvals now total, £17.758 million. (previously £17.467 million)

2.2 An additional £0.636 million of local resources, was identified in the Cabinet report of 4 July 2011; comprising, £0.129 million Departmental share of Capital Receipts and £0.507 million unallocated cash limit carried forward. The full £0.636 million is highlighted as a proposed carry-forward, and it is therefore suggested that action be taken to enable spending in 2012/13 on the following projects:

- £200,000 for 20mph residential area pilot projects, 2012/13;
- £186,000 earmarked towards TfSH funding bid, 'Brockhurst Roundabout Bus Priority, Gosport' Better Bus Area Fund (BBAF) 2012/13. Will not be added to programme until after bid results announced March 2012; and
- £250,000 HWRCs (not part of the integrated transport programme, but noted here for completeness).

2.3. The chart below illustrates programme value increases during the year. It does not include the £386,000 capital receipts mentioned above, since those schemes identified will be added to the 2012/13 programme, not 2011/12.



- 2.4. The increase between Quarter 2 and Quarter 3 programme values is largely as a result of the inclusion of £0.250 million local resources for A&B roads review, approximately £0.5 million increase in the Bramley allocation (developer contributions) and over £0.250 million of new scheme entries within the Minor Improvements sub-programme (also developer contributions).
- 2.5. The table below summarises the latest 2011/12 transport programme values from key funding sources. For comparison purposes, January report figures, and Quarter 2 figures are also provided.

Table 1: Total Resources (Programme Approvals)

| | LTP £'000 | DC £'000 | OTHER £'000 | TOTAL £'000 | EXT £'000 | GRAND TOTAL £'000 |
|----------------------------|--------------|-------------|----------------|----------------|--------------|-------------------------|
| Latest Programme Approvals | 7,179 | 8,058 | 2,433 | 17,670 | 88 | 17,758 |
| As at January 2012 report | 7,550 | 7,966 | 1,865 | 17,380 | 87 | 17,467 |
| As at Qtr 2 report | 7,325 | 7,659 | 1,238 | 16,222 | 0 | 16,222 |

Forecasts (Expected Outturn)

- 2.6. Table 2 sets out the latest forecast outturn, using data supplied by project managers. The figures shown include expected spend across all live schemes, irrespective of programme year.

Table 2: Forecast Outturn

| | LTP | DC | OTHER | TOTAL |
|---------------------------|--------------|--------------|--------------|--------------|
| | £'000 | £'000 | £'000 | £'000 |
| Latest 2011/12 Forecast | 6,222 | 5,688 | 6,521* | 18,431 |
| As at January 2012 report | 9,524 | 6,065 | 6,078* | 21,667 |

2.7. The £3.2 million reduction since January is due, at this time of year, to the re-profiling of project costs, where expenditure is now expected to fall into the following financial year. Changes since January are set out below:

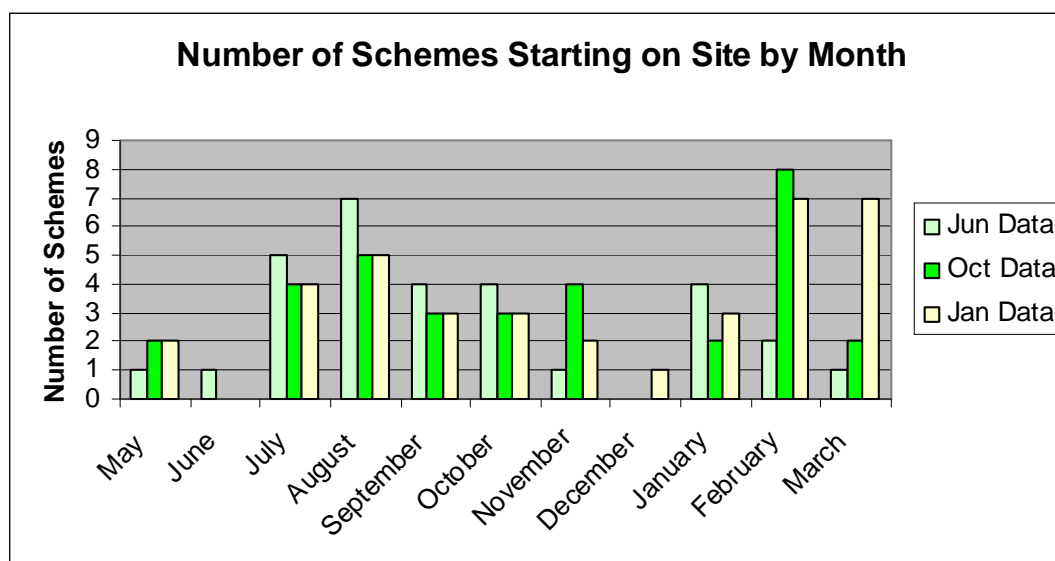
- Bus Rapid Transit (BRT) Phase 1 - £2.2 million rescheduled to 2012/13 (See paragraph 2.8);
- BRT Phase1 Wider Bus Stops and associated infrastructure - £138,000 rescheduled following Project Appraisal approval;
- Tadley Environmental Improvements - £133,000 rescheduled to 2012/13;
- Whitehill Bordon Bus Infrastructure - £125,000 rescheduled to 2012/13 and £125,000 of Department for Communities and Local Government grant removed;
- Town Quay/Hythe Ferry Pontoon - £100,000 spend rescheduled to 2012/13 as retention;
- Hart Plain Avenue, Havant - £70,000 rescheduled to 2012/13;
- North Popley Accessibility - £64,000 rescheduled to 2012/13;
- Overton Accessibility Improvements - £59,000 rescheduled to 2012/13;
- Stonechat Lane - £55,000 re-profiled as scheme start has slipped to 2012/13;
- Barge Canal, Romsey - £48,000 reduction in forecast following review of final costs; and
- M27 Junction 5 - £46,000 reduction in forecast following review of ongoing costs.

2.8. The main contract for BRT Phase 1A remains on programme for completion on 29 March, prior to an opening date of 22 April 2012. The completion of the contract at the end of the financial year has compounded forecasting difficulties. As the timing of final account and payments for the last month's work has been finalised it has become apparent that settlement of the final account and commissioning costs will not all be complete by the end of March, hence forecasts have been revised accordingly.

2.9. It is normal for forecasts to change during this quarter. Special attention is paid to revising profiles and programmes in advance of year end. Excluding BRT, the reduction is as expected, at around £0.7 million, taking into account all movements, up and down. Additional movements may still occur before the end of March. These will be reported in the end of year review.

3. Programme

- 3.1 In Quarter 2 there were 33 named projects (over £50,000) in the 2011/12 programme. At the time of the January report there were 37. Since then, there has been one new entry, and one slip, resulting in an unchanged net of 37.
- 3.2 Delivery programmes have moved about but remained largely within year. The increase in February and March starts is largely due to five new entries (four in December, one since January) being programmed. The following chart illustrates profile of construction start dates, during 2011/12.



- 3.3 Delivery has slowed a little during the quarter, as the start date monitoring shows, however there has been a significant increase in the numbers of schemes complete and under construction. As at mid-February, 7 out of 37 schemes are yet to start construction. Of these, two are at risk of slipping.
- 3.4 Monitoring of fee percentages is continuing, and shows that average fees to total cost ratios for the 24 schemes completed so far this year remains stable, at 27% (1% increase on Quarter 2 monitoring of 18 completed schemes). This small increase on the average seems to be as a result of works cost reductions post completion. This has the effect of increasing the scheme fee/total balance. A more complete analysis will be undertaken for the end of year report. Further work to create a range of fee models is underway, which will assist planning and budgeting in the future.

4. Sub Programmes

- 4.1 At the start of the year, the Minor Works, Minor Traffic Management, Casualty Reduction and Sustainable and Healthy Access Routes (previously called SRtS) sub programmes were allocated a total of £3.894 million. Additional local resources have been added for specific elements of the Casualty Reduction sub programme, and additional developer contributions have been used to fund specific SRtS schemes. A full spend is predicted on all

programmes except Casualty Reduction, where a carry forward of £340,000 is proposed for the delivery of the A&B Roads Review project.

- 4.2 It is therefore suggested that action be taken to carry forward the £340,000 required for the A&B Roads Review.

5. Havant Rail Footbridge

- 5.1 The replacement of the ageing footbridge at Havant has been identified as a longer term project in recent years. The structure has now deteriorated further, but there are differing views on the nature of a replacement, in part driven by a combination of local public realm improvement ambitions and likely available finance. Pending a decision on the form of replacement for this structure, a short term strategy to prop the badly rusted sections with scaffolding has now been implemented. However, even with this temporary solution, it is considered prudent to set aside a contingency which would enable a straightforward replacement to be erected should a need arise for such an eventuality in the short to medium term.
- 5.2 It is proposed, therefore that some initial funding be earmarked from the capital maintenance budget this year as part of the out-turn programme review to establish a contingency provision. As a guide to the likely scale of financial provision ultimately required, a straightforward replacement footbridge is estimated to be likely to cost £1.5 million at 2011/12 prices, a more iconic structure would cost considerably more.

6. Transport Studies

- 6.1 The Transport studies budget in 2011/12 is £797,000. Verbal confirmation has been received that the 2012/13 budget will be held at a similar level.
- 6.2 Current spend (to 14 February) is £706,400, suggesting that the spend at end of year will be in the region of £810,000. This figure excludes major studies funded from external revenue sources (such as the Whitehill Bordon Rail Study) or those funded from the capital major studies fund (such as the continuing BRT studies).
- 6.3 It should be noted that this level of actual spend is significantly higher than the £300,000 reported in Quarter 2. Measures put in place at the time have proven highly effective.
- 6.4 Latest outturn forecast is in the region of £950,000, which still seems high. Focussed updates in this area are being pursued as we approach year end, in order to clarify and forward plan into 2012.
- 6.5 A full forward feasibility programme for 2012/13 has now been agreed by all areas. The projected value currently stands at £1.1 million. It is expected that changes will be made throughout the year, as priorities and political pressures can change.

6.6 In addition to the feasibility budget, an additional £200,000 has been identified specifically for the accelerating of developer funded schemes into the programme. Investigations as to how to achieve the best value from this unexpected windfall are progressing well and a proposal has been developed.

7. Recommendations

7.1 That progress towards the spend and delivery of the integrated transport programme be noted.

7.2 That the proposed allocations of the Economy, Transport and Environment Department's share of Capital receipts and unallocated cash limit be approved.

7.3 That the proposed actions concerning the possible carry forwards be agreed.

7.4 That some initial contingency funding towards replacement of Havant Footbridge be approved.

CORPORATE OR LEGAL INFORMATION:**Links to the Corporate Strategy**

| | |
|--|----|
| Hampshire safer and more secure for all: | no |
| Corporate Improvement plan link number (if appropriate): | |
| Maximising well-being: | no |
| Corporate Improvement plan link number (if appropriate): | |
| Enhancing our quality of place: | no |
| Corporate Improvement plan link number (if appropriate): | |

Other Significant Links

| | | |
|--|------------------|-------------|
| Links to previous Member decisions: | | |
| <u>Title</u> | <u>Reference</u> | <u>Date</u> |
| | | |
| Direct links to specific legislation or Government Directives | | |
| <u>Title</u> | <u>Date</u> | |
| | | |

Section 100 D - Local Government Act 1972 - background documents

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

| | |
|-----------------|-----------------|
| <u>Document</u> | <u>Location</u> |
| None | |

IMPACT ASSESSMENTS:

1. Equalities Impact Assessment:

- 1.1. The proposals in this report are derived from the departmental service plans and LTP objectives, and are in accordance with the budget strategy and the County Council's financial management policy. An impact assessment of the departmental service plans and the financial management policy has been carried out and the proposals in this report are not considered to be discriminatory.
- 1.2. Furthermore, all named schemes within the Integrated Transport programme are subject to an independent peer review process as part of the department's Gateway system of project control. This review requires evidence that customers and equalities have been considered and are being considered at all stages of the scheme's development.

2. Impact on Crime and Disorder:

- 2.1. This is a monitoring report and has no direct impact on crime and disorder, however some of the schemes within the capital programme may contribute to a reduction in the fear of crime that may have been identified by local communities during consultation or development stage.

3. Climate Change:

- a) How does what is being proposed impact on our carbon footprint/energy consumption?
- b) How does what is being proposed consider the need to adapt to climate change, and be resilient to its longer term impacts?

As this is a general report covering the monitoring of the budget and delivery of the programmes, it cannot set out detailed climate change implications. However, climate change implications of specific departmental issues would be reflected in individual service plans and project reports where appropriate.

INTEGRATED TRANSPORT PROGRAMME - AS AT FEBRUARY 2012

| 2011/12 PROGRAMME | | Proposed Approvals | | | | Ext Funds | Grand Total |
|-------------------|--|--------------------|-------|-------|-------|-----------|-------------|
| | | LTP | DC | Other | Total | | |
| N | Old Kempshott Lane Accessibility Improvements | - | 450 | - | 450 | - | 450 |
| N | Bramley Village Improvements (Phase 1) | - | 808 | - | 808 | - | 808 |
| N | Tadley Environmental Improvements (Phase 1) | - | 240 | - | 240 | - | 240 |
| N | Aldershot Town Centre II (Victoria Road) | - | 277 | 125 | 402 | - | 402 |
| N | Overton Accessibility Improvements | - | 230 | - | 230 | - | 230 |
| N | Kings Road Cycle Route (FTAP) | - | 212 | 30 | 242 | - | 242 |
| N | Frimley Business Park Accessibility Links | - | 78 | - | 78 | - | 78 |
| N | Oakley Cycle Route | - | 90 | - | 90 | - | 90 |
| | | - | 2,385 | 155 | 2,540 | - | 2,540 |
| S | Segensworth Action Plan Accessibility Improvements | 70 | 10 | 185 | 265 | - | 265 |
| S | Brook Lane Traffic Management, Locks Heath. Fareham | - | 100 | - | 100 | - | 100 |
| S | Chestnut Avenue, Eastleigh Phase II | 13 | 135 | 8 | 156 | 4 | 160 |
| S | Fair Oak Road/Sandy Lane/Blackberry Drive/Allington Lane Pedestrian Improvements | - | 86 | - | 86 | 28 | 114 |
| S | Grange Road Signal Improvements, Eastleigh | 9 | 98 | 3 | 110 | 1 | 111 |
| S | Swaythling Road Cycle Route, West End. | - | 76 | - | 76 | - | 76 |
| S | Tichbourne Way to Holbrook Leisure Centre Cycle Route | - | 33 | 35 | 68 | - | 68 |
| S | Western Shore to Hamble-le-Rice Phase 2 (Section 2) | - | 72 | 63 | 135 | - | 135 |
| S | BRT Phase 1 Bus Passenger Information | 160 | - | - | 160 | - | 160 |
| S | BRT Phase 1 Wider Bus Stops | 226 | 17 | - | 243 | - | 243 |
| | | 478 | 627 | 294 | 1,399 | 33 | 1,432 |
| W | Andover Bus Station | - | 2,100 | 300 | 2,400 | - | 2,400 |
| W | Dibden and Hythe Area Accessibility (1 & 2) | - | 610 | 225 | 835 | - | 835 |
| W | Town Quay Wavebreak | 475 | - | - | 475 | - | 475 |
| W | Barge Canal, Romsey Footpath Improvements | 40 | 320 | - | 360 | - | 360 |
| W | Stockbridge Pedestrian and Cycle Links | - | 32 | 110 | 142 | - | 142 |
| W | Gore Road Cycle Route, New Milton | 37 | 86 | 8 | 131 | - | 131 |
| W | North Baddesley Accessibility Improvements | - | 70 | - | 70 | - | 70 |
| W | Harrow Way, Andover | - | 66 | - | 66 | - | 66 |
| W | Andover Ring Road Signage Improvements | - | 60 | - | 60 | - | 60 |
| | | 552 | 3,344 | 643 | 4,539 | - | 4,539 |
| E | The Square, Winchester | - | 200 | 600 | 800 | - | 800 |
| E | Lindford, B3004 Liphook Road | 14 | 262 | - | 276 | - | 276 |
| E | Easton Lane Cycles | - | 95 | - | 95 | - | 95 |
| E | Washford Lane Pedestrian Improvements, Bordon | - | 75 | - | 75 | - | 75 |
| E | Boyneswood Road Footway, Four Marks | - | 70 | - | 70 | - | 70 |

| | | | | | | | |
|------|---|--------------|--------------|--------------|---------------|-----------|---------------|
| E | Stoney Lane Crossing, Winchester | - | 55 | - | 55 | - | 55 |
| | | 14 | 757 | 600 | 1,371 | - | 1,371 |
| | MINOR SCHEMES | | | | | | |
| CW | Low Cost High Impact Schemes | | | | | | |
| CW | <i>Minor Works</i> | 436 | 510 | 17 | 963 | 55 | 1,018 |
| CW | <i>Minor TM</i> | 608 | 25 | - | 633 | - | 633 |
| CW | Sustainable and Healthy Access Routes | 434 | 250 | - | 684 | - | 684 |
| CW | Walking for Life | 57 | 15 | - | 72 | - | 72 |
| | | 1,535 | 800 | 17 | 2,352 | 55 | 2,407 |
| Maj | Major Schemes and Bid Preparation | 400 | - | - | 400 | - | 400 |
| QoP | Public Realm Improvements (QoP) | 1,000 | - | - | 1,000 | - | 1,000 |
| CW | Winter Infrastructure | 1,200 | - | - | 1,200 | - | 1,200 |
| | | 2,600 | - | - | 2,600 | - | 2,600 |
| | | | | | | | - |
| CRP | Casualty Reduction Programme | 2,000 | - | 250 | 2,250 | - | 2,250 |
| LSTF | HSTT - Reading Road North Toucan & Calthorpe Park Cycles (FTAP) (LSTF A8) | - | 145 | 100 | 245 | - | 245 |
| LSTF | HSTT - Bus and Passenger Transport Infrastructure | - | - | 229 | 229 | - | 229 |
| LSTF | HSTT - Cycling compounds (E2) | - | - | 90 | 90 | - | 90 |
| LSTF | HSTT - Cycling Infrastructure (B5) | - | - | 55 | 55 | - | 55 |
| | | - | 145 | 474 | 619 | - | 619 |
| | TOTAL 11/12 PROGRAMME | 7,179 | 8,058 | 2,433 | 17,670 | 88 | 17,758 |

Schemes slipped to 12/13 since January Report:

| | | Slipped Approvals | | | | Ext Funds | Grand Total |
|---|--|-------------------|-----|-------|-------|-----------|-------------|
| | | LTP | DC | Other | Total | | |
| E | Stonechat lane, Traffic Management | - | 86 | - | 86 | - | 86 |
| S | Bishopstoke Road Pedestrian and Cycle Improvements | - | 140 | - | 140 | - | 140 |
| | ADDED TO 12/13 PROGRAMME | - | 226 | - | 226 | - | 226 |