

## HAMPSHIRE COUNTY COUNCIL

### Decision Report

<b>Decision Maker:</b>	Executive Member for Economy, Transport and Environment
<b>Date:</b>	21 January 2014
<b>Title:</b>	2014 -17 Capital Programme and 2013/14 Quarter 3 Update
<b>Reference:</b>	5501
<b>Report From:</b>	Director of Economy, Transport and Environment

**Contact name:** Helen Carter

**Tel:** 01962 847683

**Email:** helen.carter@hants.gov.uk

#### 1. Executive Summary

- 1.1. This paper seeks approval for submission to the Leader and Cabinet of the proposed Capital Programme for 2014/15 to 2016/17.
- 1.2. The proposed Programme has been prepared in consultation with the Executive Member and has been reviewed by the Environment and Transportation Select Committee. It is to be reported to the Leader and Cabinet on 7 February 2014 to make final recommendations to County Council on 20 February 2014.
- 1.3. This paper considers the projects which it is proposed to include in the Capital Programme for 2014/15, 2015/16 and 2016/17, with the latter two years being provisional, based on indicative figures. Appendix 1 provides the overall capital programme summary, and sets out new capital resources for the following areas:
  - Structural Maintenance and bridges;
  - Integrated Transport, including Members Highway Fund;
  - Economic Development; and
  - Shared Space Projects (Public Realm Improvements).
- 1.4. This paper also updates the 2013/14 programme with amendments and highlighted carry-forwards that have been included in the development of the proposed three year plan for those areas above, plus:
  - Quality Enhancement Programme;
  - Waste Management; and

- Flood Risk and Coastal Defence.

1.5. Proposals are derived from the Departmental service plan, which has been developed to support the priorities of the Corporate Strategy. Transport proposals have also been developed in conjunction with the third Local Transport Plan (LTP3).

## **2. Contextual Information**

2.1. The guidelines for the locally resourced capital programme for 2014/5 to 2016/17 were agreed by Cabinet on 9 December 2013.

2.2. The Local Transport Plan settlement for 2014/15 was announced by the Department for Transport (DfT) on 27 December. Figures were as expected for both Maintenance and Transport, although no indicative settlements for 2015 and beyond have been published.

2.3. Following the Government announcements in June 2013 setting up the Local Growth Fund and related initiatives for infrastructure and transport funding from 2015, there could be an estimated 50% (approximately £4.5m) reduction in grant settlement for Integrated Transport, compared to the 2014/15 figures. Integrated Transport Programmes have therefore been cautiously prepared to ensure affordability, focussing the grant on safety, congestion and local priorities.

2.4. Executive Members can now prepare proposals for;

(i) A locally resourced capital programme for the three years from 2014/15 to 2016/17 within the guidelines of the current capital programme.

(ii) A programme of capital schemes supported by Government Grants in 2014/15 and 2015/16 and those expected to be supported in 2016/17.

2.5. The medium term financial efficiency strategy is closely linked to the corporate strategy and the corporate business plan to ensure that priorities are affordable and provide value for money, and that resources follow priorities.

## **3. Financial Overview**

3.1. The ETE Capital Programme is partially funded through the Local Transport Plan (LTP) settlement, which, for the period 2014-17 is exclusively in the form of Government Grant. The LTP covers Integrated Transport projects (tackling safety, congestion, accessibility and amenity problems) and structural maintenance of roads and bridges.

3.2. Substantial external funding is also available; mainly in the form of developer contributions, but more recently, and in relation to the Integrated Transport

Programme, in the form of project specific Government Grants following a successful bidding process.

- 3.3. The balance is funded from local resources within limits set by Cabinet. These programmes include ongoing allocations for Maintenance, Economic Development, Local Highways and Transport projects (minor works) and Public Realm Improvements (Shared Space). No new resources are proposed for Waste Management, Flood Risk and Coastal Defence or Quality Enhancement programmes which will continue spending against unused approvals and external funding for the duration of this plan.

## PART A: RESOURCES

### 4. Local Resources

- 4.1. Local resources guidelines were agreed by Cabinet on 9 December 2013. As usual, a proportion of resources are transferred to revenue to reflect the changes in the four-year average cost of winter maintenance. The adjusted guideline figures are set out in Table 1 below:

**Table 1: Local Resources Adjusted Guidelines**

	2014/15 £000	2015/16 £000	2016/17 £000
Guideline	7,408	7,408	6,658
Transfer to Revenue	-4,024	-4,024	-4,024
<b>Resources for new projects</b>	<b>3,384</b>	<b>3,384</b>	<b>2,634</b>

- 4.2. Since 2011, efficiency funded prudential borrowing has provided an additional £10M per year to fund the Operation Resilience programme. The funding arrangement for Operation Resilience was established on the premise that investment in the durability of the highways network would reduce the call on the maintenance budget in subsequent years, and it was therefore affordable to vire an amount to revenue from the locally resourced programme to cover the cost of the associated borrowing while retaining a similar standard of highway maintenance.
- 4.3. The programme has been very successful in enabling the County Council to undertake significant additional planned maintenance activities which have improved resilience, but in the last eighteen months the severe weather, and in particular the combination of very wet weather followed by freezing conditions, has significantly impaired the condition of the network, and this has undermined the original rationale for reducing the locally resourced programme. It is now considered necessary to reconsider this approach, and a new investment programme will need to be developed.

## **5. Capital Programme supported by Government allocations**

- 5.1. The DfT confirmed the final LTP grant settlement figures for 2014/15 in December. Indicative allocations for 2015/16 and beyond were not included in that confirmation. For planning purposes, this programme assumes a 50% reduction in the level of grant funding for Integrated Transport, taking into account anticipated redirection of funds to the Single Capital Growth Pot. The total LTP funding for the duration of this plan is an estimated £81.9million.
- 5.2. In December 2012, DfT announced an additional £6.126million cash boost for Hampshire's roads over two years. The 2014/15 maintenance programme includes £2.136million in relation to the second year of this award.

## **6. Capital programme funded by developers' contributions and other external funding.**

- 6.1. The Department receives contributions from developers towards the cost of highways and transport infrastructure associated with mitigating the effects of developments. These contributions are held until appropriate schemes have been programmed. This programme includes over £15million funding from developer contributions.
- 6.2. In recent years, the Department has been especially successful in securing significant additional capital in the form of specific awards following competitive bidding process, most notably the Local Sustainable Transport Fund (LSTF) and Local Pinchpoint grants. This programme includes an estimated £21.7million such grants.
- 6.3. Other external funding includes grants from organisations such as match funding from District Councils and Parishes.

## **7. Total Resources**

- 7.1. Table 2, below, summarises the total new capital resources available for this programme period.
- 7.2. It excludes the usual £10million prudential borrowing for Operation Resilience but will be updated with any additional resources once a new investment programme for structural maintenance has been agreed, as explained in section 4.2.

**Table 2: Total Capital Resources**

	2014/15 £000	2015/16 £000	2016/17 £000	TOTAL £'000
Local Resources	3,384	3,384	2,634	9,402
Earmarked Reserves (Rowner phase 1)	750	0	0	750
Cash Boost - Highways	2,136	0	0	2,136
LTP Grant - Highways	20,770	20,770	20,770	62,310
LTP Grant - Transport	9,821	4,911	4,911	19,643
Developer Contributions	10,186	4,368	1,310	15,864
Other Local Authority	400	80	0	480
Other Grants	11,098	5,200	5,458	21,756
<b>Total Resources</b>	<b>58,545</b>	<b>38,713</b>	<b>35,083</b>	<b>132,341</b>

- 7.3. Because most of the non-maintenance programmes are 'starts' based, not all resources will be used in the year they are awarded; the Council carries the funding forward into future years to match forecast expenditure. This explains the difference between the total capital resources in the table above, and the size of the capital programme in Table 8 and Appendix 1.
- 7.4. Appendix 1 details how these capital resources are to be applied to the programmes set out in Table 8. Appendix 2 sets out the proposed expenditure profile for each scheme.

## **PART B: PROGRAMMES**

### **8. Highway Maintenance and Bridge Programme**

- 8.1. Highway Maintenance is funded from both the revenue budget and capital programme. The capital element covers the structural maintenance of roads and bridges, and is funded from both LTP grant and Local Resources.
- 8.2. The County Council is committed to ensuring Hampshire's road network is effectively maintained and improved in order to withstand the serious impact of extreme weather and ever-increasing traffic flows. Building on the success of 'Operation Restore' in 2010, the on-going programme of 'Resilience' has enabled the County Council to undertake significant additional planned maintenance activities, funded to-date through prudential borrowing. As set out in paragraphs 4.2 and 4.3, this funding model is no longer appropriate and work on developing a new funding model is underway as part of the budget setting process for 2014/15. It is envisaged that this will maintain the broad scale and scope of the previous Operation Resilience Programme.

- 8.3. The second year of a £6.126million DfT cash boost has been applied to the Maintenance and Bridges programme enabling additional Operation Resilience activities to be undertaken during the plan period.
- 8.4. Funding for the three year programme, as per current approvals, is set out below.

**Table 3: Total Programme – Maintenance and Bridges**

	2014/15 £000	2015/16 £000	2016/17 £000	TOTAL £000
Local Resources	1,823	1,823	1,823	5,469
DfT	2,136	0	0	2,136
LTP Grant	20,770	20,770	20,770	62,310
<b>Total Programme</b>	<b>24,729</b>	<b>22,593</b>	<b>22,593</b>	<b>69,915</b>

## 9. Integrated Transport Programme

- 9.1. The Integrated Transport Programme is funded from a mix of Government Grant (LTP), developer contributions, scheme specific grants and contributions from other external sources.
- 9.2. LTP grant, in relation to the Integrated Transport Programme, is expected to reduce by an estimated 50% from 2015 and Table 2 illustrates this reduction. Table 4 below shows the proposed 'size' of the future programmes and the different funding streams being used. The LTP grant in this table will be lower than in Table 2; the difference being spent on schemes from earlier programme years' which are not detailed in this report.
- 9.3. This programme has been cautiously prepared and targets LTP resources to priority areas, such as Safety, match funding, and major scheme development.
- 9.4. In respect of major schemes, the Department continues to be highly successful when bidding for specific grants from the various Government sources. This three-year programme includes over £24million of major scheme investment on six projects (two of which are currently unconfirmed bids totalling £10.6million).
- 9.5. These projects equate to a significant proportion (42%) of the three-year Integrated Transport Programme value, and clearly illustrates the benefit and importance for ETE to continue developing 'shovel-ready' projects in order to remain well-placed to take advantage of bidding opportunities as they arise. The programme therefore proposes to maintain good provision for major scheme development.
- 9.6. The Integrated Transport Programme from 2014 includes new resources relating to Local Highways and Transport Fund (reported in 2013/14 as the

Members Highway Fund). This £0.780million local resource is a 4-year rolling programme of locally important transport schemes across the county, and has been combined with the existing LTP funded programme of minor works for delivery. Owing to the reduction in LTP funding from 2015, and in order to maintain the Local Highways and Transport Fund programme levels at over £1million, the first two years allocations have not been fully programmed to spend in the year they were approved. These balances will be used in 2015 and 2016, enabling a more consistent programme of delivery across these years. The programme no longer includes a £10,000 personal budget per Member. Irrespective of fund type, totals are split equally between districts and schemes will be prioritised for funds during the autumn Members highway workshops.

- 9.7. This three-year Integrated Transport Programme totals £57.434million.

**Table 4: Total Starts Programme – Integrated Transport**

	2014/15 £000	2015/16 £000	2016/17 £000	TOTAL £000
Local Resources	780	780	780	2,340
Local Resources - carried forward	271	90	0	361
LTP Grant	5,951	5,230	4,253	15,434
Other Grants & contributions	11,797	5,700	5,458	22,955
Developer Contributions	10,186	4,368	1,310	15,864
Other Local Authority	400	80	0	480
<b>Total Programme</b>	<b>29,385</b>	<b>16,248</b>	<b>11,801</b>	<b>57,434</b>

Figures relate to the programme value for each year, not spend levels or value of new resources. This table will not, therefore, exactly match Table 2.

- 9.8. Local resources carry-forward figure 2014/15 includes a re-allocation of £0.1million savings against 2013/14 starts programme, and the virement of £0.171million from the closed Quality of Place Programme, as reported in November. The £90,000 in 2015/16 is in respect of capital receipts relating to Bedhampton Arts Centre.
- 9.9. The programme has been designed to ensure spend remains within overall resources (overall resources including previous year's unspent approvals). Appendix 2 gives an indication of the overall total annual spend across all three years (including ongoing spend of previous years' approvals).

## 10. Economic Development

- 10.1. The Economic Development programme is funded entirely from local resources on a 'starts' basis.
- 10.2. Now that the Economic Development key priorities have been established, including Regeneration and Development, the focus moving forward will be to:

- (i) support the delivery of strategic development projects across the county, including the Solent Enterprise Zone (Daedalus), Whitehill Bordon, Dunsbury Hill Farm, and Wellbourne; and
- (ii) support private sector developers in progressing key schemes that unlock growth.

10.3. In all cases, the emphasis will be on projects and interventions which will have a direct impact on the creation of new jobs in the Hampshire economy. Use of the Economic Development capital budget will therefore be prioritised to ensure the delivery of such projects.

**Table 5: Total Starts Programme – Economic Development**

	2014/15 £000	2015/16 £000	2016/17 £000	TOTAL £000
Local Resources	31	31	31	93
<b>Total Programme</b>	<b>31</b>	<b>31</b>	<b>31</b>	<b>93</b>

## 11. Public Realm Improvements (Shared Space Projects)

- 11.1. The Executive Member for Policy and Resources approved this £2million 3-year initiative into the ETE capital programme in July 2013, funded from capital reserves.
- 11.2. The initial scope has since been expanded to include the development of initiatives that seek to change the way streets and public spaces operate. Projects are being taken forward under the heading Public Realm Improvements Programme.

**Table 6: Total Starts Programme – Public Realm Improvements Programme (Shared Space)**

	2014/15 £000	2015/16 £000	2016/17 £000	TOTAL £000
Local Resources	750	750	0	1,500
<b>Total Programme</b>	<b>750</b>	<b>750</b>	<b>0</b>	<b>1,500</b>

## 12. Rowner Renewal Project

- 12.1. The County Council is a partner in this urban renewal scheme in Gosport. Under the Consortium Agreement of 2007, the County council's current financial commitment in support of this project is two capital grants, each of £0.750million. The first was paid in 2011. The second payment will be made during 2014, funded from corporate reserves.

**Table 7: Rowner Renewal Project**

	2014/15 £000	2015/16 £000	2016/17 £000	TOTAL £000
Earmarked Reserves	750	0	0	750
<b>Total Programme</b>	<b>750</b>	<b>0</b>	<b>0</b>	<b>750</b>

**PART C : 2014-2017 SUMMARY****13. 2014 - 2017 Capital Programme Summary**

- 13.1. On the basis of the position outlined in sections 8 to 12 above, Table 8 summarises the capital programmes submitted for consideration for the next three years. Table 9 sets out how they are to be funded in aggregate.

**Table 8: Summary of Capital Programmes**

	2014/15 £000	2015/16 £000	2016/17 £000	TOTAL £000
Highways Maintenance	24,729	22,593	22,593	69,915
Integrated Transport	29,385	16,248	11,801	57,434
Economic Development	31	31	31	93
Shared Space (PRIP)	750	750	0	1,500
Rowner Phase 1	750	0	0	750
<b>Total Programme</b>	<b>55,645</b>	<b>39,622</b>	<b>34,425</b>	<b>129,692</b>

Figures include carried forward resources, which explains the difference between total new capital resources (Table 2) and the size of the programme above.

**Table 9: Summary capital funding for new programmes**

	2014/15 £000	2015/16 £000	2016/17 £000	TOTAL £000
Local Resources – c/fwd	271	90	0	361
Local Resources	3,384	3,384	2,634	9,402
Earmarked Reserve – Rowner Phase 1	750	0	0	750
Cash Boost - Highways	2,136	0	0	2,136
LTP Grant	26,721	26,000	25,023	77,744
Other Grants	11,797	5,700	5,458	22,955
Developer Contributions	10,186	4,368	1,310	15,864
Other Local Authority	400	80	0	480
<b>Total Programme</b>	<b>55,645</b>	<b>39,622</b>	<b>34,425</b>	<b>129,692</b>

- 13.2. A reduction of up to 50% LTP from 2015 in relation to Integrated Transport has been built-in to the programme. This reduction has, to some degree, been ameliorated by prudent planning and recent success in securing external funding. Further success is anticipated during this three-year plan and two unconfirmed bids have been included in the programme.
- 13.3. The diverted LTP may not be entirely out of reach, however. Details are still sketchy, but both EM3 and Solent LEP acknowledge that a well-functioning, reliable transport network plays a crucial role in supporting wider economic prosperity and are considering a variety of transport initiatives (major transport schemes, town centre improvements and network integrity) within their new Strategic Economic Plans.
- 13.4. It is expected that further external funding for transport improvements will come forward as scheme options are explored during the year.
- 13.5. There is continued emphasis on maintaining investment in highway maintenance and safety, and also on supporting transport bid development activities. Revised funding arrangements for the future delivery of 'Operation Resilience' or its successor project, are expected to be announced in February.

#### 14. Revenue Implications

- 14.1. Table 10 sets out the revenue implications of the proposed three-year capital programme as follows:

**Table 10: Revenue Implications – full year cost**

	2014/15 £000	2015/16 £000	2016/17 £000
Current expenditure	400	217	154
Revenue charges	2,028	1,389	1,141
<b>Total Programme</b>	<b>2,428</b>	<b>1,606</b>	<b>1,295</b>

## 2013/14 PROGRAMME Q3 UPDATE

### 15. Amendments to the 2013/14 programme

15.1. The revised 2013/14 programme is shown below, and now totals £71.785million. Changes since the programme was approved by Cabinet in February 2013 have been reported through quarterly monitoring, summarised below, together with Q3 changes.

**Table 11: Summary of amendments**

	Budget Book Total £000	12/13 Carry F'wds £000	Q1 Update £000	Q2 Update £000	Q3 Update £000	Adjusted Budget £000
<b>Structural Maintenance</b>	38,453	11,674	0	(1,500)	0	48,627
<b>Integrated Transport</b>	21,222	4,905	290	(4,733)	(1,814)	19,870
<b>Economic Development</b>	31	321	0	0	(292)	60
<b>Waste</b>	0	0	0	0	0	0
<b>Members' Highway Fund</b>	780	0	0	0	0	780
<b>Quality Enhancements</b>	0	1,000	0	(192)	0	808
<b>Public Realm Improvements</b>	0	0	0	500	(500)	0
<b>Flood Risk &amp; Coastal Defence</b>	500	1,000	0	140	0	1,640
<b>TOTAL</b>	<b>60,986</b>	<b>18,900</b>	<b>290</b>	<b>(5,785)</b>	<b>(2,606)</b>	<b>71,785</b>

### 2013/14 Integrated Transport

15.2. There have been few changes to the programme since the last quarter update in November. In the main, changes relate to re-profiling schemes to later years; the most significant being the Leigh Road/Passfield Avenue Junction Improvements at £1million, which will now be delivered early in 2014. Appendix 3 sets out the latest programme.

**Table 12: 2013/14 Integrated Transport approvals**

Budget Book	Total 2012/13 Carry Forwards	2013/14 Adjustments	Revised Budget
£000	£000	£000	£000
21,222	4,905	(6,257)	19,870

### 2013/14 Members Highway Fund

15.3. New to the programme in February 2013, £0.780million per annum has been made available to support a four-year rolling programme. It has taken a little

time to determine how this priority programme should be managed, and at a presentation to Members on 18 July it was agreed that, from 2014, it would be fully combined with the existing Minor Improvements Programme and renamed ‘Local Highways and Transport programme’ (LH&TP).

- 15.4. For the 2013/14 programme, members agreed to deliver the top two unfunded deliverable priorities from each of the 2012 autumn lists. 22 projects have since been commissioned and design work has begun on most. Work on site will begin late quarter-4 and continue into the next financial year.
- 15.5. There are no proposed budget adjustments this quarter.
- 15.6. Spend on these 22 projects is likely to be in the region of £0.355million this year and £0.195million next. The balance will be allocated to new projects during 2015, when there will be no match-funding from LTP. As this is a starts programme, no carry-forward of resources to 2015 is necessary.

#### **2013/14 Public Realm Improvements**

- 15.7. The Public Realm Improvement Programme (PRIP) (Shared Space Projects) is a new programme utilising an additional £2.0 million capital allocation approved by the Executive Member for Policy and Resources in July 2013.
- 15.8. A programme of six schemes was approved by the Executive Member for Economy, Transport and Environment on 5 November 2013. The first three schemes are due to commence on site next year and it is therefore proposed to carry forward the full 2013/14 starts allocation to meet these requirements.

#### **2013/14 Quality Enhancements Programme**

- 15.9. There are no proposed budget adjustments this quarter.
- 15.10. Schemes at Market Place in Basingstoke, West Street in Fareham, Lee-on-the-Solent, and Hayling Island have either been completed or are due to commence this financial year. Schemes at Basingstoke, Petersfield, Leigh Park, Hythe, Farnborough and Bishops Waltham are due to start in 2014/15 delivering a range of economic development, regeneration, transport, accessibility and public realm improvements.
- 15.11. Expenditure is likely to be in the region of £0.229million this year. As this is a starts programme, no carry-forward of resources is necessary.

### 2013/14 Waste Management

- 15.12. The waste management programme is funded by local resources, residual grant and, occasionally developer contributions on a starts basis. As there was no new funding towards delivery of the ongoing programme, and no carry-forwards reported, the 2013/14 starts programme is unaffected.
- 15.13. Residual approvals of £4.548million were available at the start of the year for development and delivery of key projects. Progress to date is summarised below.
- 15.14. Construction of the new Havant Household Waste Recycling Centre (HWRC), salt barns and access road has slipped slightly, with completion of the HWRC element not now expected until February.
- 15.15. The Eastleigh HWRC relocation project is currently out to tender. Design and construction costs will be fully re-funded by Eastleigh Borough Council.
- 15.16. Further progress has been made on the following proposals; Welborne, Aldershot AUE, Marchwood, Hedge End, Netley and Waterlooville HWRCs.
- 15.17. The current three-year HWRC Programme is limited to schemes that have a Member approval.

**Table 13: HWRC Approved Capital Programme 2013 - 16**

<b>Scheme</b>	<b>Description</b>	<b>Timetable</b>	<b>Cost</b>
Eastleigh HWRC	Executive Member Economy, Transport & Environment – 6 March 2012. Relocation scheme	January 2015	Fully funded by Eastleigh Borough Council
Netley HWRC	Executive Member Economy, Transport & Environment – 6 March 2012. Redevelopment scheme	March 2014	£0.155m
Marchwood HWRC	Executive Member Policy & Resources – January 2011. Redevelopment scheme	Early 2015	£1.3m

- 15.18. Beyond the projects listed above, the outcome of the HWRC Service Provision Review will help shape the infrastructure requirements in the medium and longer term. Since no new resources have been identified in the proposed 2014-17 capital programme, availability of funding will continue to be limited to residual approvals. A new approach will therefore be required to ensure long term investment in the service.
- 15.19. Of the residual approvals noted in paragraph 14.15, £0.238million is allocated to the Closed Landfill Sites Capital Programme. Hampshire County

Council has statutory obligations for environmental, health and safety and ecological management of all County Council closed landfill sites (12) to ensure compliance with the requirements of the Environment Agency (EA) and Planning Authority. The consequences of failing to manage the closed landfill sites effectively could result in an environmental incident and/or unacceptable risk to human health and safety, potentially leading to prosecution.

- 15.20. £0.1million of the Closed Landfill Sites programme has been set aside for reinstatement of the leachate treatment plant at Casbrook (should this be required by the EA). The remainder is earmarked for works at other sites in Hampshire which, by the nature of the sites, is reactionary and determined by changing local conditions rather than a planned programme of improvements.
- 15.21. Total expenditure is likely to be in the region of £1.050million this year. As this is a starts programme, no carry forward of resources is necessary.

### **2013/14 Economic Development**

- 15.22. The Economic Development Budget is funded entirely from local resources on a 'starts' basis.
- 15.23. In 2011/12 £0.1million was approved specifically for Starter Units and Workshops. This has been carried forward since then, and a £60,000 start-up grant towards the enterprise centre at Mandora Officers Mess, Aldershot has now been approved from this allocation, and will be spent this year.
- 15.24. The £40,000 balance will be used to support the wider Economic Development Strategy, as set out in Section 10, with emphasis on projects and interventions which will have a direct impact on the creation of new jobs in the Hampshire economy.

**Table 14: 2013/14 Economic Development approvals**

<b>Budget Book</b>	<b>Total 2012/13 Carry Forwards</b>	<b>2013/14 Adjustments</b>	<b>Revised Budget</b>
£000	£000	£000	£000
<b>31</b>	<b>321</b>	<b>(292)</b>	<b>60</b>

### **2013/14 Flood Risk and Coastal Defence**

- 15.25. The Flood Risk and Coastal Defence programme provides local resources to cover liabilities which are the responsibility of the County Council, and to secure capital project match funding for Environment Agency Grant in Aid (FDGiA) schemes and minor flood defence.

- 15.26. Applications for funding for four sites at risk were submitted to the Environment Agency FDGiA scheme. A final decision on these bids is expected in March 2014.
- 15.27. In order to prevent repeated flooding issues and disruption to residents and businesses over the coming winter, a first phase of works at Hambledon is being progressed. Proposals to accelerate flood management projects in other areas has been somewhat hampered by the weather.
- 15.28. Preparation for the implementation of schemes meeting priorities identified in the County Council's Surface Water Management Plan, and in the Local Flood Risk Management Strategy, is also taking place. Subject to securing FDGiA, and other contributions, these projects are planned to be delivered late 2013/14 and beyond.
- 15.29. Expenditure is likely to be in the region of £0.350million this year. As this is a starts programme, no carry forward of resources is necessary.

**Table 15: 2013/14 Flood Risk and Coastal Defence**

<b>Budget Book</b>	<b>Total 2012/13 Carry Forwards</b>	<b>2013/14 Adjustments</b>	<b>Revised Budget</b>
£000	£000	£000	£000
<b>500</b>	<b>1000</b>	<b>140</b>	<b>1,640</b>

## 16. Conclusions

- 16.1. This report complies with the Cabinet's request to prepare proposals for a three-year capital programme for 2014/15 to 2016/17 in line with the guidelines for local resources and expenditure to be supported by Government grants and borrowing approvals.

## 17. Recommendations

- 17.1 To approve submission to the Leader and Cabinet of the capital programme for 2014/15 to 2016/17, as set out in Appendix 1 and 2, and the revised capital programme for 2013/14 as summarised in section 15 and table 11.

Rpt/5501/HC

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

<b>Hampshire safer and more secure for all:</b>	yes
Corporate Improvement plan link number (if appropriate):	
<b>Maximising well-being:</b>	yes
Corporate Improvement plan link number (if appropriate):	
<b>Enhancing our quality of place:</b>	yes
Corporate Improvement plan link number (if appropriate):	

**Other Significant Links**

<b>Links to previous Member decisions:</b>		
<u>Title</u>	<u>Reference</u>	<u>Date</u>
<a href="#">Q2 ETE Capital programme update</a>	5289	05 Nov 2013
<a href="#">Q1 ETE capital programme update</a>	5001	23 July 2013
<b>Direct links to specific legislation or Government Directives</b>		
<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 have been developed with due regard to the requirements of the Equality Act 2010, including the Public Sector Equality Duty and the Council's equality objectives. The website contains a summary [assessment of the impacts](#) on Keeping Hampshire Moving, Shaping Hampshire's Future and A Prospering Hampshire.
- 1.2 It is considered that the issues covered by this report will not have impacts requiring further specific actions by the Council above those already established in its existing policies and working procedures.

### **2. Impact on Crime and Disorder:**

- 2.1. The proposals in this report are not considered to have any direct impact on the prevention of crime.

### **3. Climate Change:**

- 3.1. How does what is being proposed impact on our carbon footprint / energy consumption?

In itself, the report makes no specific proposals affecting this, but the programmes of work it contains are developed with due consideration of the need to mitigate the impact of climate change.

- 3.2. How does what is being proposed consider the need to adapt to climate change, and be resilient to its longer term impacts?

A programme of flood risk and coastal defence management forms part of the ETE capital programme.