

**HAMPSHIRE COUNTY COUNCIL****Decision Report**

<b>Decision Maker:</b>	Executive Member for Economy, Transport and Environment
<b>Date:</b>	9 July 2015
<b>Title:</b>	ETE Capital Programme 2014/15 Quarter 4 Monitoring
<b>Reference:</b>	6798
<b>Report From:</b>	Director of Economy, Transport and Environment

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## **1. Executive Summary**

- 1.1. The purpose of this paper is to set out the end of financial year position for the Economy, Transport and Environment (ETE) Department's 2014/15 Capital Programme.
- 1.2. This paper seeks to update the programme with amendments that have occurred during the final quarter of 2014/15, and sets out the year-end position in full. The financial outturn and a brief summary are provided for each section of the programme.
- 1.3. Total capital expenditure across the Department was £110.0 million. This includes £79.705 million spent across the main programme headings detailed in this paper. Also included is £27.141 million spent on the Street Lighting PFI and £3.127 million on the wider Daedalus (Solent Enterprise Zone) project. Table 1 illustrates the programme amendments reported during the year, while Table 2 sets out the main programme expenditure (£79.705 million).
- 1.4. Carry forwards totalling £3.232 million are set out in Table 3 and in more detail in Appendix 1. During the year, approval has already been given for a further £4.750 million deferrals. These are included in both Table 1 and Appendix 1 for completeness.

## **2. Contextual information**

- 2.1. The 2014/15 Quarter 4 monitoring focuses on budget and programme amendments that have occurred during January, February and March in order to set out the final position in relation to programme budgets and final outturn.

- 2.2. Carry forwards are only required on starts programmes where no element has yet begun or been spent, or, as are the majority of ETE's carry forwards, on spend programmes where spend in-year is less than the budget. These sums are added to the following years' budget and are committed in full to delivering the adjusted and re-profiled programmes.
- 2.3. The detail of this paper focuses on the main ETE capital programme areas.
- 2.4. Unless otherwise stated, figures are gross expenditure.

### **3. Overview**

- 3.1. The 2014/15 Programme was approved by Cabinet in February 2014, at a value of £66.822 million. The first quarter amendments and carry-forwards from 2013/14 increased that figure to £96.745 million. The second quarter saw a slight reduction to £94.819 million, mainly due to early deferrals in the maintenance programme, and in the third quarter the value rose slightly, to £95.127 million.
- 3.2. The final programme value is £91.707 million. Budget changes during this last quarter amount to a £3.420 million net decrease owing to the carry-forwards.
- 3.3. As reported in January, focus has been maintained on delivering programmes and projects with time-restricted grant funding. Within the structural maintenance programme, the Flood Recovery fund (£4.224 million), Pothole Fund (£6.086 million) and the DfT Cash Boost (£2.136 million) were spent in full by the due date. In integrated transport, the Local Sustainable Transport Funds (LSTF) for North, South and the Two National Parks have fully spent their awards (£5.6 million in Hampshire), and two out of the three Pinchpoint Grants were fully spent by 31 March, although DfT did permit carry-forwards in the end.

### **4. Resources**

- 4.1. Table 1 reconciles the budget book with the end of year situation for each ETE area. The final budgets include the changes arising in the last quarter and replace the Q3 figures approved in January and they are consistent figures reported to Cabinet in June.
- 4.2. Figures in Table 1 do not include the Street Lighting PFI or the Daedalus (Enterprise Zone) project; however they do appear for completeness in Table 2 to show the total ETE capital expenditure.

**Table 1: 2014/15 ETE BUDGET AND ADJUSTMENTS (HEADLINES)**

	SM £000	ITP £000	F&CDM £000	PRIP £000	Waste £000	ED £000	R'ner £000	TOTAL
<b>Budget Book</b>	34,906	30,385	0	750	0	31	750	<b>66,822</b>
<b>13/14 C'Fwds</b>	7,730	1,384	0	500	0	352	0	<b>9,966</b>
<b>Q1 Update</b>	13,372	2,625	4,460	(500)	0	0	0	<b>19,957</b>
<b>Q2 Update</b>	(2,200)	274	0	0	0	0	0	<b>(1,926)</b>
<b>Q3 Update</b>	0	(899)	1,957	0	0	0	(750)	<b>308</b>
<b>Q4 Update</b>	(3,661)	564	0	0	0	(323)	0	<b>(3,420)</b>
<b>Final Budget</b>	<b>50,147</b>	<b>34,333</b>	<b>6,417</b>	<b>750</b>	<b>0</b>	<b>60</b>	<b>0</b>	<b>91,707</b>

A glossary of column headings is available in Appendix 2.

- 4.3. Table 2 sets out the total expenditure and the various funding sources used. Because many elements are in the form of 'Starts' allocations, the outturn expenditure does include ongoing spend from previous starts programmes. The expenditure (below) is therefore not directly comparable to the budgets (new allocations) shown above.

**Table 2: 2014/15 CAPITAL EXPENDITURE AND FUNDING APPLIED**

	SM £000	ITP £000	F&CDM £000	PRIP* £000	Waste £000	ED £000	R'ner £000	TOTAL
<b>Local Resources</b>	15,607	2,121	114	88	36	60	0	<b>18,026</b>
<b>LTP Grant</b>	22,093	4,685		173			0	<b>26,951</b>
<b>DfT Pothole Grant</b>	6,086							<b>6,086</b>
<b>DfT Flood Grant</b>	4,224							<b>4,224</b>
<b>DfT Cash Boost</b>	2,136							<b>2,136</b>
<b>Pinchpoint Grants</b>		8,265					0	<b>8,265</b>
<b>BBAF Grant</b>		7					0	<b>7</b>
<b>LSTF Grants</b>		2,259		308			0	<b>2,567</b>
<b>EA Grants</b>	14		676					<b>690</b>
<b>Other Grants</b>		1,737					0	<b>1,737</b>
<b>Dev. Contrib's</b>		6,999		100	10		0	<b>7,109</b>
<b>Other L. Authority</b>		455		17			0	<b>472</b>
<b>Miscellaneous</b>		1,435					0	<b>1,435</b>
<b>ETE CAPITAL EXPENDITURE</b>	<b>50,160</b>	<b>27,963</b>	<b>790</b>	<b>686</b>	<b>46</b>	<b>60</b>	<b>0</b>	<b>79,705</b>
<b>S.Lighting PFI</b>								<b>27,141</b>
<b>Daedalus SEZ</b>								<b>3,127</b>
<b>Total capital Expenditure</b>								<b>109,973</b>

A glossary of row headings is available in Appendix 2.

\*PRIP column includes spend against Quality of Place (£86,769) and Quality Enhancements (£468,208) Programmes.

- 4.4. Table 3 sets out the total carry-forwards for each programme. Carry-forwards that have been reported during the year are included for completeness. Details of the carry-forwards reported to Cabinet can be seen in Appendix 1.

**Table 3: CARRY FORWARDS TO 2015/16**

	SM £000	ITP £000	F&CDM £000	PRIP £000	Waste £000	ED £000	R'ner £000	TOTAL
<b>Q1 Update</b>	0	0	0	0	0	0	0	<b>0</b>
<b>Q2 Update</b>	(2,200)	0	0	0	0	0	0	<b>(2,200)</b>
<b>Q3 Update</b>	0	(1,800)	0	0	0	0	(750)	<b>(2,550)</b>
<b>Q4 Update</b>	(2,285)	(624)	0	0	0	(323)	0	<b>(3,232)</b>
<b>TOTAL CARRY-FORWARDS</b>	<b>(4,485)</b>	<b>(2,424)</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>(323)</b>	<b>(750)</b>	<b>(7,982)</b>

## 5. Structural Maintenance and Bridges

- 5.1. The Highways Maintenance and Bridge programme is funded from both the revenue budget and the capital programme. The capital element covers the structural maintenance of roads and bridges, and is funded by Local Transport Plan (LTP) Grant, local resourced capital, and specific grant funding, such as flood recovery and pothole grants.
- 5.2. The original budget of £34,906 million increased to £53.808 million by quarter 3. Total spend by year-end was £50.160 million, which excludes a £1.376 million virement to transport for expenditure incurred on joint contracts (£51.536 million included).
- 5.3. Thankfully this year, winter has been mild and relatively dry, enabling continuation of the significant progress made in completing the various programmes. Of particular merit is the full completion of the flood and pothole programmes in accordance with DfT deadline, whilst minimising slippage on the road and bridge programmes. Below is a summary of completion:
- £6 million surface dressing programme and micro asphalt programmes for carriageway and footways completed in Q1.
  - Full completion of the £11.5 million flood recovery fund programme, on time and within budget, during Q3.
  - Full completion of the £6 million pothole fund.
  - Full completion, or commitment, of the £4.6 million local office allocation for minor structural repairs to carriageways, footways and drainage.
  - Completed £3.133 million of the structural repair programme (bridges).
  - Significant completion of the Operation Resilience programme, with a much reduced carry-forward than previous years.

- 5.4. Table 1 shows a reduction of £3.662 million in Q4. This figure includes a £1.376 million virement to ITP to cover expenditure on joint-funded contracts, and £2.285 million of new carry-forwards.
- 5.5. Overall, a total carry forward of £4.485 million has been required, of which £2.2 million was planned and reported in back in November. Only £2.285 million relates to unplanned deferrals from the £53.8 million programme.
- 5.6. Earlier in 2014, the Government announced a new Challenge Fund for major maintenance projects, accessed through a competitive bidding process. Sadly, Hampshire's two bids were not supported, and where the County Council would have been able to deliver both projects over this year, they will now have to be delivered piecemeal over a much longer period, as budgets allow.

## **6. Integrated Transport**

- 6.1. The Integrated Transport Programme is funded from a mix of Government Grant (LTP), developer contributions, scheme specific grants, local resources and contributions from other sources, mainly on a starts basis.
- 6.2. Estimated outturn for this programme has remained fairly constant throughout the year at around £28 million. The final figure, which includes spend against previous and future years' schemes, and the £1.376 million virement from Structural Maintenance, is £27.963 million, of which almost half (£13.5 million) relates to the construction or development of planned major schemes.
- 6.3. The major schemes programme has been of paramount importance this year. Focus has been maintained on the 6 major projects in the 2014/15 programme throughout, and despite Peel Common Roundabout just sliding over the line to reflect a May start (reported in Q3), all but one have overcome challenges and progressed well over the last quarter. Expenditure on just these 6 amounts to £9.5million of the total £13.5 million mentioned above. Of the rest, £2.5 million relates to the 2013/14 project at Newgate Lane, Gosport, which is nearing completion after a challenging 13 months on site, and £1.5 million on design fees relating to future planned major schemes.
- 6.4. In addition, major effort was undertaken on early stage investigation and design for future major schemes, including essential work for Stubbington Bypass and Welborne.
- 6.5. In March, the major scheme at Hartford Bridge Flats was awarded an additional £0.4 million Local Pinchpoint Grant. This will enable preparation of the site for a fourth-arm on the roundabout, which it is hoped will be delivered later in 2015. Delivery of this second phase is subject to Local Growth Funding (LGF) from the EM3 LEP being confirmed, for which an expression of interest has been already been submitted, and more recently a full business case.

- 6.6. Developer contributions (DC) spending levels have been maintained over the last year, at £6.998 million (£7.3 million last year, £4.7 million before that) largely due to major schemes and the minor works programme. However, it did not exceed income, which this year topped £13.2 million for transport alone (£13.8 million total receipts, including commuted sums and cash deposits).
- 6.7. This extraordinary level of income is linked to a doubling of Planning Applications over the past year, and in no small part to the general economic improvement. Large sites that, for some time, had been dormant or slow to build are now becoming active, resulting in a few significant developer contributions. However, as the Community Infrastructure Levy is adopted and implemented more broadly, it is anticipated that contributions will reduce.
- 6.8. Of particular note are contributions towards schemes at Whitehill/Bordon Relief Road, A340 Basingstoke, A33 Basingstoke, Worthy Down Winchester, and Whiteley. These five account for around £7.0 million.
- 6.9. On a smaller scale, but no less demanding, is the Minor Works programme. Of the 134 schemes planned, approximately half (69) made it to site by year-end, with a further quarter (37) at tender phase, or about to start. The final value of this programme exceeded £2.5 million, of which around half will be DC funded when all are complete. Expenditure in-year was well over £1.4 million, (of which £0.650 million was DC) and reflects progress similar to last year.
- 6.10. The Members Highway Fund, which forms part of the Minor Works programme has spent a total of £0.595 million.
- 6.11. The £0.564 million Q4 adjustment figure in Table 1 is net of £1.375 million virement from structural maintenance, £1m virement to revenue in relation to Major Scheme Feasibility, £0.188 million adjustments to casualty reduction programme, and £0.147 million in/out capital receipts, which have been carried forward. Full details of carry-forwards reported to Cabinet can be seen in Appendix 1.

## **7. Waste Management Programme**

- 7.1. The Waste Management programme is funded by a residual grant and local resources on a starts basis. At the start of 2014/15 there was £4.733 million funding remaining from these sources. In the first quarter, this was reduced by £1.6 million as part of the re-allocation of uncommitted funds to alternative priorities across the County.
- 7.2. Of the remaining balance, £2.485 million relates to the Household Waste Recycling Centre (HWRC) Improvement Programme, and £0.238 million is for management of closed landfill sites.
- 7.3. Some small costs relating to Havant, Hedge End, Marchwood, Netley and Waterlooville sites have been incurred during the year, totalling £46,000.

- 7.4. A full review of the HWRC Service both in terms of its operation and wider service provision is being undertaken as part of the Transformation to 2017 work stream. In addition Officers are part way through the procurement of the next HWRC management contract that will commence on 1 April 2016. There will be a requirement for capital funding both to implement the Executive Member approved changes to the HWRC Service and make improvements to sites as part of the contract mobilisation. The longer term outcome of the review will determine capital spending with a programme being developed during quarter three of 2015/16.
- 7.5. In terms of active schemes the issue relating to a covenant on the proposed relocation site, delaying the relocation of the Eastleigh HWRC has now been resolved and the tender and procurement work to appoint a contractor will be undertaken with construction expected to start in October 2015 and be complete by May 2016. This scheme will be fully funded by Eastleigh Borough Council.
- 7.6. £0.238 million of the remaining funds has, for many years, been held by the Department for the most part as a contingency in case any action is required at its Closed Landfill Sites (currently 12 locations). Any required action would be as a result of, or in anticipation of action, from the Environment Agency as the regulator in relation to a pollution incident.
- 7.7. In line with the above approach to this funding, only limited works are planned for 2015/16 with an estimated spend of £30,000 to replace a sewer connection at the Newnham closed landfill site. Future use of the balance is still under consideration, as reported in January.

## **8. Flood Risk & Coastal Defence Management**

- 8.1. The Flood and Coastal Defence programme is funded through £1.640 million of local resources from 2013/14 and 2014/15, which do not show on table 1. New allocations resulting from the capital review added £4.460 million in the first quarter, and new resources from the Environment Agency's (EA) Flood Defence Grant in Aid (FGDiA) and Local Levy were added in quarter three. Total budget is therefore £8,056 million (of which only £6.417 million is in Table 1).
- 8.2. Expenditure relating mainly to the Hambledon Flood Alleviation project was £0.789 million, of which £0.675 million was grant (£0.541million specifically on Hambledon)

## **9. Public Realm Improvements Programme**

- 9.1. The Public Realm Improvement Programme comprises 7 projects, some of which are financial contributions to other parts of the capital programme, often Integrated Transport (£1.653 million) or Highway Maintenance (£0.164million), in order to encourage enhanced design and material specifications. In total, these schemes amount to £8.8 million, of which £1.5 million is from the Public Realm fund.

- 9.2. There was a modest spend from the Public Realm fund this year, as expected, although many schemes were being progressed using the time-restricted LSTF grant. Completion of the programme and significant use of this fund will begin in earnest during 2015.
- 9.3. There are no carry-forwards to report, since this is a starts programme. Table 1 shows a £0.5 million reduction in the first quarter, which was related to the capital review and re-allocation of uncommitted funds to alternative priorities.
- 9.4. The Quality Enhancement Programme (QEP) was originally a £1 million LTP allocation in 2011/12 for a 4-year delivery programme. March 2015 marks the end of this approved programme, and all uncommitted balances will transfer to Integrated Transport Programme at the Q1 report in September.

## **10. Economic Development**

- 10.1. The Economic Development Capital programme is funded from local resources on a starts basis. Unspent funding from previous years has been carried forward, resulting in £0.383 million being available in 2014/15.
- 10.2. The Aldershot Enterprise Centre in Mandora House opened in January 2015 as planned, for which a £160,000 start up grant (£60,000 capital) was agreed and spent.
- 10.3. In a separate report in March, approval was given by the Executive Member to carry forward the balance of the capital budget (£0.323 million) to 2015/16. This, plus £27,000 of the 2015/16 budget, and £50,000 revenue, as a contribution towards the Solent Enterprise Zone (Daedalus) new building (industrial unit) will ensure that it is fit for the local market from both a size and specification perspective, and that it is compatible with the wider vision for the Enterprise Zone.

## **11. Rowner, Gosport Phase 1**

- 11.1. The County Council is a partner in this urban renewal scheme in Gosport. Under a consortium Agreement of 2007, the County Council's current financial commitment in support of this project is two capital grants, each of £0.750 million.
- 11.2. The first payment was made in 2011, the second is subject to various conditions and was carried forward to 2015 in November. Payment of the second grant is currently expected to be made late summer 2015.

## **12. Solent Enterprise Zone (Daedalus)**

- 12.1. Hampshire County Council is acting as delivery partner for the Homes and Communities Association (HCA) in relation to the first phase of infrastructure works at “Daedalus East” on the Solent Enterprise Zone. These works consist of a combination of infrastructure works, including provision of utilities, internal roads and serviced development plots, as well as a speculative industrial building.
- 12.2. The Enterprise Zone project has not, to date, been reported through the ETE capital programme monitoring. It is proposed that the above individual projects and further projects, where the County Council will be delivery partner, will be added to the capital programme in September, as more detail becomes available.

## **13. Recommendations**

- 13.1. That the final position for the Economy, Transport and Environment Department’s 2014/15 capital programme, as set out in Table 1 be noted.
- 13.2. That capital expenditure of £110.0 million be noted, as set out in Table 2.
- 13.3. That £3.232 million carry forwards identified in Table 3 and Appendix 1 be noted.

**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> <a href="#">Solent Enterprise Zone Progress Update</a> =	<u>Reference</u> 5625	<u>Date</u> 3 March 2015
<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. Equality Duty**

1.1. 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 under the Act;
- Advance equality of opportunity between persons who share a relevant protected characteristic (age, disability, gender reassignment, pregnancy and maternity, race, religion or belief, gender and sexual orientation) and those who do not share it;
- Foster good relations between persons who share a relevant protected characteristic and persons who do not share it.

**Due regard in this context involves having due regard in particular to:**

- a) The need to remove or minimise disadvantages suffered by persons sharing a relevant characteristic connected to that characteristic;
- b) Take steps to meet the needs of persons sharing a relevant protected characteristic different from the needs of persons who do not share it;
- c) 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.

### **1.2. Equalities Impact Assessment:**

This is a financial report to reflect the final end of year position on budgets and expenditure for programmes in the ETE capital programme. Changes to individual schemes within each programme will have been made following consultation and will have had their own project appraisals (if over £50,000). The decisions in this report are financial, and for noting only, and relate to in house management of accounts.

### **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? – no specific proposals.

- 3.2. How does what is being proposed consider the need to adapt to climate change, and be resilient to its longer term impacts?
- This paper refers to the programme of 'resilience' and flood and coastal defence management, which is being delivered.

## ETE Capital Programme 2014/15

### Schemes Already Deferred to 2015/16

Scheme	Value (Net)  £000	Estimated Start Date	Deferral Approved by Executive Member Date	Reasons for Delay  (Please complete for each scheme)
<u>Structural Maintenance</u>				
Hambleton Phase 2	250	14/15	4-Nov-14	Planned underspend for scheme spanning financial years
Mill Lane, Alton	250	15/16	4-Nov-14	Planned underspend for future scheme
Albemarle Avenue	200	15/16	4-Nov-14	Planned underspend for future scheme
A35 Holmsley Bridge - Replacement	1,500		4-Nov-14	Accumulating funding for major scheme over a number of years
Rowner	750	15/16	20-Jan-15	Trigger point for release of contribution not reached yet
Peel Common Roundabout, Fareham	1,800	May-15	20-Jan-15	Reprofiled to 15/16 & cost increase to £3.25m
Schemes already deferred to 2015/16	<b>4,750</b>			

### Schemes Not Started by 31 March 2015 - To Be Carried Forward to 2015/16

Scheme	Control Basis Starts or Exp	Value £000	Estimated Start  Date	Reasons for Delay (Please complete for each scheme)
<b>Structural Maintenance</b>				
Additional funding for A35 Holmsley Bridge replacement	Exp	500		Accumulating funding for major scheme over a number of years
Romsey Bypass	Exp	322		Scheme started but not completed in 14/15
A35 Southampton Road, New Forest	Exp	222		Scheme started but not completed in 14/15
Church Road, East Hants.	Exp	76		Scheme started but not completed in 14/15
Watermans lane, New Forest	Exp	62		Scheme started but not completed in 14/15
Redbridge Causeway	Exp	1,103		Project unsuccessful in Challenge Fund Bid. Major works covering four structures over a period of years. Funding to be built up over a number of years
<b>Economic Development</b>	Exp	323	2015/16	Carry forward for 15/16 contribution to Solent Economic Zone Phase 1c building (see EMETE Report 3 March 2015)
<b>Casualty Reduction Programme</b>				
Low Cost Safety Programme (LCP)	Exp	158	2015/16	Ten schemes costing between £1.5k and £30k each
Casualty Reduction Programme (CRP)	Exp	129	2015/16	Thirteen schemes costing between £1.0k and £25.0k each
Casualty Safety Audit Programme (CSAP)	Exp	53	2015/16	Three schemes costing £5.0k to £25.0k. Contractor delays.
Carriageway Surface Treatment Programme(CSTP)	Exp	80	2015/16	Two schemes at £20.0k and £60.0k respectively. Programming delays.
A&B Roads Review	Exp	42	2015/16	Delay due to resource issues and consultation exercise

<b>Scheme</b>	<b>Control Basis Starts or Exp</b>	<b>Value £000</b>	<b>Estimated Start Date</b>	<b>Reasons for Delay (Please complete for each scheme)</b>
Minor Traffic Management underspend	Exp	15		Overall budget underspend
Hermitage Stream		90	2015/16	Scheme part of 15/16 Sustainable Routes Programme.
Unallocated share of capital receipts 13/14		57	2015/16	Yet to be allocated
<b>Total Additional Carry Forwards</b>		<b>3,232</b>		
<b>TOTAL ETE CARRY FORWARDS</b>		<b>7,982</b>		

## Glossary of Terms

TABLE 1 – PROGRAMME HEADINGS

<b>SM</b>	Structural Maintenance Programme, including Bridges
<b>ITP</b>	Integrated Transport Programme, including minor works, minor traffic management, casualty reduction, members highway fund,
<b>F&amp;CDM</b>	Flood and Coastal Defence Management
<b>PRIP</b>	Public Realm Improvement Programme, including Quality Enhancements and (as for Table 2) Quality of Place schemes. All have a similar 'environmental' feel to them.
<b>W</b>	Waste Management programme, including Household Waste Recycling Centre improvements and the closed landfill site management programme.
<b>ED</b>	Economic Development programme
<b>R'ner</b>	Rowner regeneration project

TABLE 2 – FUND TYPES

<b>Local Resources</b>	HCC source of funds; can include prudential borrowing, capital receipts, New Homes Bonus, Capital reserves, revenue contributions to capital.
<b>LTP Grant</b>	Local Transport Plan ring-fenced grant from DfT. Formula based/needs assessment. Also called Transport Block or Maintenance Block funding. Annual allocation.
<b>DfT Pothole Grant</b>	A one-off grant award for dealing with the impact of two very cold and wet winters.
<b>DfT Flood Grant</b>	A one-off grant award for dealing with immediate flooding remedies.
<b>DfT Cash Boost</b>	The final year of a two-year boost to the LTP Grant (maintenance block) for improving the network.
<b>Pinchpoint Grants</b>	3 x DfT scheme specific grants. Awarded following successful bids for tackling significant congestion areas on the network.
<b>BBAF Grant</b>	Better Bus Area Fund. Scheme specific grant awarded following successful bid to Transport for South Hampshire (now Solent Transport) for bus priority measures in Gosport.
<b>LSTF Grants</b>	Local Sustainable Transport Fund. Area-based grant funding over 3-years. A) South Hampshire, roughly Solent Transport area. B) North Hampshire (5 towns) and C) Two National Parks.

<b>EA Grants</b>	Environment Agency grants, including Flood Grant in Aid, Local Levy and Groundwater Alleviation grant.
<b>Other Grants</b>	A mixture of other grants applied.
<b>Dev. Contrib's</b>	Developer Contributions for transport arising from Section 106 Agreements.
<b>Other L. Authority</b>	Other Local Authority contributions to schemes.
<b>Miscellaneous</b>	Other contributions to schemes from various third parties, includes Homes & Communities Association (HCA).
<b>PFI</b>	Street Lighting Private Finance Initiative. An ongoing long-term project of replacement and maintenance for all street lighting in Hampshire.
<b>Daedalus</b>	On-site Solent Enterprise Zone. HCA funded projects. Expenditure relates to phases 1, 2 & 3. Hampshire County Council acting as delivery agent for the HCA.