

DECISION-MAKER:	CABINET		
SUBJECT:	ENVIRONMENT AND TRANSPORT CAPITAL PROGRAMME 2014/15 – APPROVAL TO SPEND		
DATE OF DECISION:	18 MARCH 2014		
REPORT OF:	CABINET MEMBER FOR ENVIRONMENT AND TRANSPORT		
<u>CONTACT DETAILS</u>			
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STATEMENT OF CONFIDENTIALITY

Not applicable

BRIEF SUMMARY

This report seeks approval to spend and provides details of the Environment and Transport Capital Programme in 2014/15

RECOMMENDATIONS:

- (i) To approve capital variations to the Environment and Transport Capital Programme, totalling £1,176,000 in 2014/15, as detailed in Appendix 4.
- (ii) To approve the addition of £620,000 to the Environment and Transport Capital Programme for the Highways Improvements (Developers) scheme, to be funded from S106 developer contributions, as detailed in Appendix 4.
- (iii) To approve, in accordance with Financial Procedure Rules, capital expenditure of £6,176,000 in 2014/15, as detailed in Appendix 2, from the total Environment and Transport Capital Programme of £24,517,000.
- (iv) To note the detail of the projects within the Environment and Capital Programme for 2014/15 to be approved by this report, as set out in Appendix 3.
- (v) To note the intervention levels for highways maintenance defects in Appendix 5 and agree that these should be retained.

REASONS FOR REPORT RECOMMENDATIONS

1. Financial Procedure Rules require that approval to spend is secured to enable the delivery of the Council's Capital Programme each year.
2. The details of the projects are included to provide Members with relevant information.

3. To amend the funding allocations in response to the latest Transport Asset Management priorities for road surfacing projects and to enhance the Eastern Cycle Route project.
4. It is good practice to review maintenance defect intervention levels regularly to confirm they are appropriate.

ALTERNATIVE OPTIONS CONSIDERED AND REJECTED

5. The proposed programme is fully funded and is based on available funding levels.
6. A smaller programme than that proposed would undermine the essential support for the ongoing development of the City, fail to meet the objectives set out in the Local Transport Plan (LTP3), or deliver any noticeable improvement in the basic highway infrastructure.

DETAIL (Including consultation carried out)

7. The Environment and Transport Capital Programme for 2013/14 included the delivery of a number of high profile highway infrastructure schemes such as:
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 - Platform Road Phase 1 including new access into Dock gate 4 (P4P)
 - Phase 1 of Bridge Maintenance works to key infrastructure (B2P)
 - Completion of Saltmarsh Road cycle junction
 - Commencement of Station Quarter Public Realm improvements
 - Implementation of a “slips and trips” initiative across the City
 - Completion of Redbridge roundabout improvements
 - 6.5 miles of road surfacing improvements
9. The Council is continuing to invest in the highway and Public Realm Infrastructure of the City to help offset the continuing deterioration of the City’s roads and footways.
10. The Transport Asset Management Plan (TAMP) and Local Transport Plan (LTP3) have provided the priority for highways spend and the supporting transportation policies. Individual consultation will be undertaken on each project using the agreed consultation strategy.
11. The overall programme proposed for 2014/15 totals £24,517,000.
12. Appendix 1 shows how the programme is funded.
13. Appendix 2 shows the Block Headings and the proposed spend by scheme, showing where approvals to spend are sought.
14. Appendix 3 shows scheme descriptions and individual projects to be approved as part of this report.
15. Appendix 4 shows the details of the variations and additions to the programme. These are explained in the following paragraphs.
16. A sum of £432,000 of revenue resources is to be added to the Principal, Classified and Road Improvements schemes and will go towards delivering surfacing projects on Millbrook Roundabout slip road, Northam Road and Thomas Lewis Way. Funding for this will be from unallocated Highways

Risk Fund and from Unclassified Roads. The Unclassified Roads programme will be unaffected. This virement will result in a balanced Transport Asset Management Plan driven programme designed to maximise the life of the highways assets. Details of the individual surfacing projects are shown in Appendix 3.

17. A sum of £150,000 of Government Grant is to be added to the Cycling Initiatives scheme and will go towards delivering further phases of the Eastern Corridor Cycle Route including elements of Central Bridge and Terminus Terrace where innovative solutions are required. Funding for this will be from unallocated LSTF Government Grant for Smart Ticketing, which can be used for other initiatives within the LSTF funded “A better connected South Hampshire” programme. The smart ticketing programme will be unaffected.
18. A sum of £160,000 of LTP Government Grant is to be added to the Other Highways (£100,000) and Highways Drainage (£60,000) and will go towards delivering low cost highways improvements and treatment of drainage problems on the network. Funding for this will be from Unclassified Roads. The Unclassified Roads programme will be unaffected following receipt of lower target costs from the council’s partner. The same volume of work will be delivered.
19. A sum of £434,000 of LTP Government Grant is to be added to Improved Safety (£110,000), Cycling Improvements (£208,000) and City Centre Improvements (£116,000) and will go towards road safety engineering and match funding LSTF cycle improvements as well funding city centre enhancement schemes such as south of station. Funding for this will be from unallocated projects within area based schemes and public transport.
20. A sum of £620,000 of external contributions (S106) is to be added to the Highways Improvements Developers scheme to deliver developer contribution funded low cost minor works in 2014/15.
21. The very strong link between the level of highway maintenance investment and overall road condition means that this report provides the opportunity to review the intervention levels for road maintenance defects. It is good practice for the Council to review these intervention levels each year and these are attached at Appendix 5. It is not proposed to amend these intervention levels which are a cornerstone of the Highways Service Partnership with Balfour Beatty Living Places.
22. The Environment and Transport Portfolio Capital Board has an overarching responsibility for the delivery of the Environment and Transport Capital Programme whilst individual Boards manage the interface for delivery with the partner contractors, review progress and performance and reports exceptions.
23. All Projects in the programme are managed through the corporate Project Management System, “PM Connect” which facilitates the financial and timely delivery of individual projects within the overall programme. All projects will have an approved Project Initiation Document including authority to deliver, prior to commencement of any works.

RESOURCE IMPLICATIONS

Capital/Revenue

24. The Capital Programme for Environment and Transport Portfolio in 2014/15 will be £24,517,000. This is £620,000 higher than the budget approved by Council on 12th February 2014, due to the addition of S106 developer contributions. A number of virements between schemes are also recommended, as set out in Appendix 4.
25. This capital expenditure can be fully funded as detailed in Appendix 1.
26. Some of this expenditure has been previously approved as indicated by the 'status of approval' column in Appendix 2.
27. This report seeks Cabinet approval to spend for capital expenditure of £6,176,000 in 2014/15, in accordance with Financial Procedure Rules and as detailed in Appendix 3.
28. Subject to no increase in maintenance levels, the ongoing revenue consequences of these schemes can be accommodated within existing budgets.

Property/Other

29. There are no property implications as a result of this report.

LEGAL IMPLICATIONS

Statutory power to undertake proposals in the report:

30. Each Capital scheme will be delivered in accordance with a variety of Highways and Environmental legislation, including but not limited to:- the Highways Act 1980, Road Traffic Regulation Act 1994, Traffic Management Act 2004, and s.1 Localism Act 2011.

Other Legal Implications:

31. Procurement of Schemes will be carried out in accordance with the Council's procurement strategy, existing and newly procured partnership contracts and in accordance with National and European procurement legislation and directives. Design and implementation of schemes will take into account the provisions of s.17 Crime and Disorder Act 1998 and the impact of schemes on individuals and communities will be assessed against Human Rights Act 1998 and Equalities legislation provisions.

POLICY FRAMEWORK IMPLICATIONS

32. The Capital Programme is compatible with the objectives of the Community Strategy.
33. The City Council is a Local Transport Authority as laid down in the Transport Act 2000 and the Council's relevant Policy Framework is the City of Southampton Local Transport Plan (LTP3).
34. The importance of the condition of the highway network in terms of defects, as well as its ability to assist in providing high quality transport for all modes, cannot be understated in terms of providing an indication of the health and vitality of the City. Increased investment by the Council can only signal to

businesses and residents that Southampton is a location to invest and commit to. Getting this message clearly across to key stakeholders in the City will be a priority once the programme is approved.

KEY DECISION? Yes

WARDS/COMMUNITIES AFFECTED:	All
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SUPPORTING DOCUMENTATION

Appendices

1.	Environment & Transport Capital Programme – Sources of Funding 2014/15
2.	Environment & Transport Capital Programme – Approval to spend 2014/15
3.	Environment & Transport Capital Programme – Description of Schemes 2014/15
4.	Variations and additions to the Environment & Transport Capital Programme 2014/15
5.	Highways intervention levels for defects

Documents In Members’ Rooms

1.	The City of Southampton Local Transport Plan (LTP3)
2.	The City of Southampton Transport Asset Management Plan

Equality Impact Assessment

Do the implications/subject of the report require an Equality Impact Assessment (EIA) to be carried out.	Yes (for each scheme)
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Other Background Documents

Equality Impact Assessment and Other Background documents available for inspection at:

Title of Background Paper(s)	Relevant Paragraph of the Access to Information Procedure Rules / Schedule 12A allowing document to be Exempt/Confidential (if applicable)
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1.	None	
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