

DECISION-MAKER:	CABINET		
SUBJECT:	APPROVAL TO SPEND CAPITAL FUNDING ON ENVIRONMENT AND TRANSPORT PORTFOLIO SCHEMES IN 2010/11		
DATE OF DECISION:	15 MARCH 2010		
REPORT OF:	CABINET MEMBER FOR ENVIRONMENT AND TRANSPORT		
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STATEMENT OF CONFIDENTIALITY

Not applicable.

SUMMARY

This report provides details of the proposed Capital Programme for Environment and Transport in 2010 – 2011.

RECOMMENDATIONS:

- (i) To approve variations, totalling £432,000 in 2010/11, to the Environment and Transport Capital Programme agreed at Council on 17th February 2010, as detailed in Appendix 4.
- (ii) To approve, in accordance with Financial Procedure Rules, capital expenditure of £10,489,000 in 2010/11, as detailed in Appendix 2, from the total Environment and Transport Capital Programme of £21,172,000.
- (iii) To note the detail of the projects within the Capital Programme for 2010/11 as set out in Appendix 5.

REASONS FOR REPORT RECOMMENDATIONS

- 1 The programme has been carefully devised to ensure that the Council's priorities in respect of highways and transportation, as set out in the City of Southampton Local Transport Plan 2006 - 2011 (LTP2) are fully met.
- 2 The programme is fully in accordance with the Transport Asset Management Plan (TAMP). The individual projects make up a programme of works which will deliver a continued real improvement to the condition and safety of the highway network and promote sustainable forms of transport.
- 3 The programme includes works other than highways infrastructure improvements, e.g. Salix, Gantry Development – Energy Infrastructure.

CONSULTATION

- 4 This report has been the subject of extensive discussions with relevant Officers and agencies, to ensure the projects are effectively coordinated and programmed to ensure minimum detriment to businesses, local residents, public transport operators and other highway users.

- 5 Appropriate consultation will be undertaken for each project using the agreed consultation strategy.

ALTERNATIVE OPTIONS CONSIDERED AND REJECTED

- 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 LTP2 or deliver any noticeable improvement in the basic highway infrastructure.

DETAIL

- 7 The Environment and Transport Capital Programme for 2009-10 included the delivery of a number of high profile highway infrastructure schemes such as Western Approach Flyovers bearing replacement, Portsmouth Road surfacing, Marlands Multi Storey Car Park lift refurbishment and the commencement of the relocation to Dock Gate 20 project. A total of 11 miles of carriageway surface treatment and 3.5 miles of footways have been improved within the 2009/10 financial year. In addition the programmes, of safer routes to school projects, and bus infrastructure improvements have continued. Various cycling and walking schemes were implemented. A strategic flood risk assessment and surface water management plan were commissioned. These schemes were implemented along with other works totalling £20 million.
- 8 In line with the Administration's priorities of increasing expenditure in the City's highways infrastructure, the Council is continuing to invest considerable amounts into the highway and public realm infrastructure of the City. The annual increase to capital maintenance allocation of £6 million per year agreed by the Cabinet, continues to be delivered with increasing amounts brought forward each year supplemented by additional Adhoc funding to help offset the continuing deterioration of the City's roads and footways.
- 9 It is important that investment levels continue, to stimulate private and government contributions towards the City underlining it as the principal south coast city.
- 10 The overall programme proposed for 2010-2011 totals £21,172,000.
- 11 Appendix 1 shows how the programme is funded.
- 12 Appendix 2 shows the Block Headings and the proposed spend by scheme.
- 13 Appendix 3 provides information on the description of schemes.
- 14 Appendix 4 details capital variations sought in the report to the Environment and Transport Capital Programme.
- 15 Appendix 5 shows the individual project details for 2010/11 block. Costs are indicative as it is only possible to provide detailed estimates for projects when the designs are completed, however, the indicative costs do contain contingencies appropriate to the scheme complexity.
- 16 Appendix 6 provides an indicative list of individual road projects currently identified as a high priority for 2011/12 [Not funded and not included in programme]. It is possible that the priority for some of these projects may change as the programme is developed.

- 17 The City Council has current Partnership contracts with Mott MacDonald and Colas for the delivery of technical design and construction of projects in addition to in-house resources.
- 18 A new Highway Strategic Partnership will commence in late 2010. The capital programme and its delivery timetable have been developed to manage the risk of any disruption to programme delivery during the transition period.
- 19 The Council has implemented a new corporate Project Management System, PM Connect which will improve and assist in the management of schemes and the overall programme.
- 20 Prior to any projects commencing a Project Initiation Document (PID) will be approved by the The Executive Director and The Portfolio Cabinet Member at the Environment Directorate Capital and Major Projects Board.
- 21 The Highways Service Partnership Works Delivery Board meets monthly to review progress and performance and reports exceptions to the Environment Directorate Capital and Major Projects Board.

FINANCIAL/RESOURCE IMPLICATIONS

Capital

- 22 The Capital Programme for Environment and Transport Portfolio in 2010/11 will be £21,172,000, as approved by Council on 17th February 2010.
- 23 This capital expenditure can be fully funded as detailed in Appendix 1.
- 24 Some of this expenditure has been previously approved as indicated by the 'status of approval' column in Appendix 2.
- 25 This report seeks approval to spend for capital expenditure of £10,489,000 in 2010/11, in accordance within Financial Procedure Rules.

Revenue

- 26 Subject to existing maintenance levels, the ongoing revenue consequences of these schemes can be accommodated within existing budgets.

Property

- 27 There are no property implications other than those addressed under the Highways Strategic Partnership Proposals and Town Depot Relocation to Dock Gate 20.

Other

- 28 No other financial / resource implications.

LEGAL IMPLICATIONS

Statutory power to undertake proposals in the report:

- 29 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.2 Local Government Act 2000 (having first had regard to the provisions of the Community Strategy).

Other Legal Implications:

- 30 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 & 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

- 31 The Capital Programme is compatible with the objectives of the Community Strategy.
- 32 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 2006 – 2011.
- 33 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.

SUPPORTING DOCUMENTATION

Non-confidential appendices are in the Members' Rooms and can be accessed on-line

Appendices

1.	Environment & Transport Capital Programme – Sources of Funding
2.	Environment & Transport Capital Programme – Approval to spend 2010/11
3.	Environment & Transport Capital Programme – Description of Schemes 2010/11.
4.	Environment & Transport Capital Programme – Capital Variations
5.	Environment & Transport Capital Programme – Details of Individual Projects for 2010/11
6.	Environment & Transport Capital Programme – Roads Block - List of Indicative Projects for 2011/12.

Documents In Members' Rooms

1.	None
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Background Documents

Title of Background Paper(s) Relevant Paragraph of the Access to Information Procedure Rules / Schedule 12A allowing document to be Exempt/Confidential (if applicable)

1.	Local Transport Plan	
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Background documents available for inspection at: Environment Directorate,
Castle Way

KEY DECISION? Yes

WARDS/COMMUNITIES AFFECTED:	All
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