

HAMPSHIRE COUNTY COUNCIL

Executive Decision Record

Decision Maker:	Executive Member for Economy, Transport and Environment
Date:	2 July 2020
Title:	Lynchford Road Farnborough Growth Package – Update Report.
Report From:	Director of Economy, Transport and Environment

Contact name: Alen Chanamuto

Tel: 01962 846684

Email: alen.chanamuto@hants.gov.uk

1. The decision:

- 1.1 That the Executive Member for Economy, Transport and Environment gives approval to explore an optional alternative to the preferred Scheme, including public engagement, as previously approved by the Executive Member for Environment and Transport in January 2019.
- 1.2 That authority be delegated to the Director of Economy, Transport and Environment to progress all necessary design and development work for an optional alternative to the preferred Scheme, including the necessary amendments to accommodate responses following a public engagement exercise.
- 1.3 That the Executive Member for Economy, Transport and Environment endorses the development of an environmental mitigation plan including appropriate replanting, to address and balance the environmental impacts of the overall project.
- 1.4 That authority be delegated to the Director of Economy, Transport and Environment in consultation with the Head of Legal Services to progress appropriate orders, notices or statutory procedures and secure any consents, permissions, rights or easements necessary to enable the revised scheme to be implemented and completed.

2. Reasons for the decision:

- 2.1 To gain approval to explore an optional alternative to the preferred Scheme previously approved by the Executive Member for Environment and Transport in January 2019, to develop and test an option to retain, as a single lane for part of the westbound, a section of Lynchford Road between the A331 and St Alban's roundabout, and to consider removing the jet lane on the westbound approach to St Alban's Roundabout.

2.2 During detailed design of a four-lane option, a number of issues have arisen that may mean a three-lane improvement is more fitting. This includes adapting the design to better address concerns raised by the North Camp Support Group and local retailers and considerations of vehicle parking behaviours. The three-lane option may also free up space for active travel modes and allow for a better-quality cycle route. A three-lane option also has some benefits in facilitating easier maintenance of the road in the future. Capacity assessments of a three-lane design have been undertaken and used to determine in which direction the two lanes are most beneficial. The revision to the design is intended to retain the project aims and to continue to offer a high value for money solution.

3. Other options considered and rejected:

4. Conflicts of interest:

4.1. Conflicts of interest declared by the decision-maker:

4.2. Conflicts of interest declared by other Executive Members consulted:

5. Dispensation granted by the Conduct Advisory Panel: none

6. Reason(s) for the matter being dealt with if urgent: not applicable

7. Statement from the Decision Maker:

I thank the North Camp Support Group for their comments and welcome officers liaising with them going forward as the alternative design is further investigated.

Approved by:

Date:

2 July 2020

**Executive Member for Economy, Transport and
Environment
Councillor Rob Humby**