

HAMPSHIRE COUNTY COUNCIL

Executive Decision Record

Decision Maker:	Executive Member for Economy, Transport and Environment
Date:	2 July 2020
Title:	Project Appraisal: A33/South Drive Junction Improvement, Sherfield on Loddon
Report From:	Director of Economy, Transport and Environment

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1. The decision:

- 1.1 That the Executive Member for Economy, Transport and Environment approve the Project Appraisal for the A33/South Drive Junction Improvement scheme in Sherfield on Loddon, as outlined in the supporting report.
- 1.2 That approval be given to procure, spend and enter into necessary contractual arrangements, in consultation with the Head of Legal Services, to implement the proposed improvements on the A33 at the junction with South Drive, as set out in the supporting report, at an estimated cost of £397,000 to be funded from Section 106 developer contributions.
- 1.3 That the Executive Member for Economy, Transport & Environment approves the increase in the scheme's capital programme value from £328,000 to £397,000.
- 1.4 That authority to make the arrangements to implement the scheme, including minor variations to the design or contract, be delegated to the Director of Economy, Transport and Environment.

2. Reason for the decision:

- 2.1 To provide capacity improvements at the junction of the A33 with South Drive (entrance to Sherfield School) which will bring a reduction in peak time congestion on the A33 at this location. Having recently delivered significant schemes to improve capacity at a number of junctions on the A33 corridor north of Basingstoke, delivering improvements at the South Drive junction will remove one of the final significant peak time bottlenecks, thereby delivering benefits in reduced congestion and improved journey time along the route.

3. Other options considered and rejected:

- 3.1 An alternative option that was considered and subsequently rejected was 'to do nothing'. As described above, the proposed scheme adds value to the recently completed capacity improvements at various junctions on the A33 to the south, by removing one of the final 'bottlenecks' to allow the benefits of reduced journey time to be fully realised along the A33 corridor.
- 3.2 A request from the local County Council Member was to consider the potential benefits of reversing the current one-way system through the school and introducing right-turn bans into and out of the school as a means to reduce congestion on the A33 without the need for the expenditure on a road widening scheme. Through this approach, congestion issues generated by right turning traffic could be reduced and drivers would instead be required to U-turn at the roundabouts to the north and south. Following consideration, this approach was rejected due to the following:
- a) the banned right turns would require physical deterrent measures (central islands etc), the costs of which could be similar to a delivering the localised road widening and therefore representing minimal financial benefit;
 - b) the proposal would require significant volumes of vehicles to U-turn at the roundabouts to the north and south, however this will affect the operation and efficiency of these junctions, which at peak times already operate close to practical capacity.
- 3.3 Not putting the scheme forward at this stage due to the uncertainties arising from Covid-19 was considered but rejected due to the economic and other benefits of continuing as originally planned and the potential difficulties of further delays.

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:

Approved by:

Date:

2 July 2020

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