

HAMPSHIRE COUNTY COUNCIL

Executive Decision Record

Decision Maker:	Executive Member for Economy, Transport and Environment
Date:	2 December 2020
Title:	Brighton Hill Roundabout: Project Appraisal Update
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 notes the outcome of the public consultation on revisions to the preferred Brighton Hill Roundabout scheme, including removal of the underpasses, as well as the recent rejection of the planning application for the Camrose development, and on this basis gives approval to implement a revised Brighton Hill Roundabout Scheme, as set out in the supporting report and detailed in Appendix 1.
- 1.2 That the Executive Member for Economy, Transport and Environment notes the EM3 LEP amendment of its grant funding for the Brighton Hill Roundabout scheme from £13.0million to £11.65million, reflecting the removal of Camrose Link Road, and gives approval to enter into any contractual and funding agreements accordingly in consultation with the Head of Legal Services.
- 1.3 That approval is given for the revised total scheme costs of £19.3million.

2. Reasons for the decision

- 2.1 The preferred scheme approved by the Executive Member for Environment and Transport on 13 November 2018 included provision to retain and extend the existing subway structures, the closure of the Western Way entry onto the roundabout, and provision of a new Camrose Link Road linking Western Way through to a new signalised junction with the A30. Whilst the option to retain the subways and construction of the new Camrose Link Road through the Camrose site was considered feasible at the time, subsequent development of the design, and a refusal of planning consent by Basingstoke and Deane Borough Council, has necessitated a revision to the preferred design, as detailed in Appendix A.

- 2.2 The development of the design and an improved understanding provided by subsequent ground and structural surveys has revealed unexpected complexities and challenges which exceed the funding available for the project. At-grade controlled crossing facilities were previously included in the design as a suitable surface level alternative to provide safe access for pedestrians and cyclists, and these will be retained.
- 2.3 A developer led planning application necessary to allow the timely construction of the Camrose Link Road was recently refused by Basingstoke and Deane Borough Council. The impact of this decision will require the Camrose Link Road to be removed from the design, and a reinstatement of the Western Way access onto Brighton Hill roundabout.
- 2.4 Whilst revising the scheme will incur additional expenditure (with a worsening budgetary position as result of the revisions to Western Way and the expected increase in cost due to the likely need for social distancing during construction), on balance a reduced level of EM3 LEP grant funding is expected to be required to complete the project. Revised project costs are estimated at £19.3million and, as such, the LEP is seeking the return of £1.35million of the grant funding, thereby reducing the grant received from £13.0million to £11.65million.

3. Other options considered and rejected:

- 3.1 Do Nothing. With the inclusion of the subways, the scheme is unaffordable and would need to be abandoned, and all the grant funding returned. With the refusal of the planning permission for the Camrose development the preferred scheme cannot be constructed. A do nothing option was therefore rejected.
- 3.2 Retaining and extending only two of the subways. Consideration was given to retaining and extending only the two subways with the highest levels of use as a potentially lower cost option. This option was rejected as the estimated cost would still exceed the approved budget by £2.4million.
- 3.3 Complete removal and replacement of two subways. As well as options for retaining and extending the existing structures, consideration was given to the complete replacement of the subways with entirely new structures. This was rejected as the estimated costs for doing so would exceed the approved funding by £7.3million.
- 3.4 An option to delay the scheme whilst additional funding is sought to bridge the gap for retaining or replacing the subways was also considered. Delaying the scheme would mean the terms of the grant funding would not be met and the funding would need to be returned as it could not be spent within the funding timeframe ending 31 March 2022. This option was rejected as it would leave the scheme with a significant budget short fall, with no guarantee of future funding, and likely having missed the opportunity for implementing important capacity improvements necessary to offset the future levels of traffic growth along the A30 corridor.

4. Conflicts of interest:

- 4.1 Conflicts of interest declared by the decision-maker: None
- 4.2 Conflicts of interest declared by other Executive Members consulted: None

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 Councillor Andrew McCormick from Basingstoke & Deane Borough Council for speaking at my Decision Day.

Approved by:

Date:

2 December 2020

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