

## HAMPSHIRE COUNTY COUNCIL

### Executive Decision Record

<b>Decision Maker:</b>	Executive Lead Member for Economy, Transport and Environment
<b>Date:</b>	12 May 2022
<b>Title:</b>	Project Appraisal Update: A32 Farringdon and Chawton Flood Alleviation Scheme – Phase 2
<b>Report From:</b>	Director of Economy, Transport and Environment

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#### 1. The decision:

- 1.1. That the Executive Lead Member for Economy, Transport and Environment approves the £0.795million increase in the capital programme value of the A32 Farringdon-Chawton Flood Alleviation Scheme (Phase 2) from £0.386million to £1.181million, with the increase to be funded by the County Council's Flood Risk and Coastal Defence Budget.
- 1.2. That the Executive Lead Member for Economy, Transport and Environment approves the Project Appraisal Update for A32 Farringdon-Chawton Flood Alleviation Scheme, as outlined in the supporting report.
- 1.3. 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 to carry out survey and drainage works, as set out in the supporting report, at an estimated capital cost of £1.181m to be funded from the County Council's Flood Risk and Coastal Defence (FRCD) Programme, Defra Flood Defence Grant in Aid (FDGiA) and Thames Regional Flood and Coastal Committee (RFCC) Local Levy.
- 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. Reasons for the decision:

- 2.1. The Flood Alleviation Scheme will benefit the communities of Farringdon and Chawton and enable a major highway to remain open if a similar flood event to that which occurred in the winter of 2013/14 were to occur again.
- 2.2. A Project Appraisal for Phase 2 was originally approved on 23 September 2021, however, the scheme costs have subsequently risen significantly for a

number of reasons. These include escalating construction costs due to material and labour prices and contractor availability, and increased risk around more extensive A32 traffic management constraints, contractor resource availability, and complexities encountered with buried utility plant. Although the scheme costs have risen the protection of the A32 highway as well as reduction in flood risk to residents, businesses and landowners outweighs the option to reduce the scope of the planned work.

- 2.3. This scheme remains a priority in the face of rising costs for flood alleviation schemes and as the Highway Authority, Hampshire County Council has a duty to keep roads open and road users safe. The A32 highway is a key artery in keeping Hampshire moving and keeping this open is of significant strategic importance to the local economy.
- 2.4. Delivery of the measures would contribute towards the County Council's Strategic Plan, Hampshire County Council's Local Flood Risk Management Strategy, and the catchment-based approach to flood risk management in Hampshire.

### **3. Other options considered and rejected:**

- 3.1. A 'do minimum' option was considered with the requirement to place sandbags and other emergency provisions to help protect residents, but this did not meet the objective of keeping the A32 open.
- 3.2. The option to deploy a temporary flood barrier when groundwater levels hit a trigger point was discounted as it would mean the A32 would have to operate signal-controlled one-way traffic, which was considered unsuitable for such a major highway.
- 3.3. The preferred option is a package of measures which are planned to work together, however a reduced scope scheme was considered but rejected. This would entail focusing works on or around those locations closest to residents and businesses to minimise their risk of flooding and ensure that they can safely access their properties in a long term groundwater flood event. This would be at the detriment to keeping the A32 highway open and a significant portion of the additional funding is to resolve challenges within the existing drainage system under the A32. Based upon the 2013/14 flood event the proposed investment into this scheme could offset an estimated annual cost of damage if a similar event were to occur of around £1.63m compared with doing nothing.

### **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:**

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**12 May 2022**

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