

REPORT OF THE  
Executive Member, Economy, Transport and Environment  
PART II

**106. WHITEHILL & BORDON RELIEF ROAD**

1. On 11 July 2014, the Executive Member for Economy, Transport and Environment agreed to note the results of the Whitehill & Bordon Relief Road public consultation, along with progress made on the scheme design, Environmental Impact Assessment, and Habitats Regulations Assessment. He also agreed that:

- the 'A325 Urban Design and Traffic Management Strategy' be adopted;
- the Relief Road route Option 2 (shown in Appendix 4 of the Executive Member report) be identified as the County Council's preferred route for the Whitehill & Bordon Relief Road and that this route alignment be further developed to form part of future planning applications and funding bids;
- the County Council continue to work with the Homes and Communities Agency with a view to entering into formal arrangements for the delivery of the Phase 1 Relief Road on its behalf; and
- that the County Council prepare a full business case and submits funding bids to the Enterprise M3 LEP (and other funding sources) for the Phase 2 Relief Road Scheme and the A325 Integration Works.

2. The Whitehill & Bordon Relief Road and associated A325 integration works are the critical elements of the Emerging Transport Strategy necessary for the strategic re-development and economic regeneration of the area. The delivery of improved transport infrastructure is essential to support the major re-development of the Bordon Garrison and the regeneration of the wider town.

3. The need for a relief road is identified within the Hampshire County Council adopted Emerging Transport Strategy (September 2011), the adopted Development Framework Masterplan (May 2012) and within the adopted East Hampshire District Council and South Downs National Park Authority Joint Core Strategy (May 2014).

4. During February and March 2014 the County Council carried out formal public consultation on the proposed Relief Road scheme, in accordance with the January 2013 Executive Member Decision to proceed to the consultation stage on the preferred options that had been agreed.

5. Funding for the delivery of the Phase 1 of the Relief Road has been secured by the Homes and Communities Agency (HCA) as part of the Public Land Investment Fund. The full cost of the delivery of this scheme will be met through this fund, at no cost to the County Council, and works delivered during 2015/16. An Expression of Interest has been made to the Enterprise M3 LEP for Local Growth Fund for the delivery of Phase 2, the current expectation being that Local Growth funding would be sought for delivery of Phase 2 in 2016/17 and 2017/18.

Further details can be found at [www.hants.gov.uk/councilmeetings.htm](http://www.hants.gov.uk/councilmeetings.htm) by typing in the relevant reference number:

- Whitehill & Bordon Relief Road (search item reference 5880)

## **107. RESPONSE TO THE FLOOD INVESTIGATION IN ROMSEY AND SUB-CATCHMENT FLOOD RISK MANAGEMENT.**

1. On 11 July 2014, the Executive Member for Economy, Transport and Environment agreed that the County Council, as Lead Local Flood Authority (LLFA), would co-ordinate the response to the actions and recommendations from the Romsey Section 19 Flood Investigation report. He also agreed that the County Council would work with partners to develop sub-catchment pilots for the Test Valley and Winchester (Itchen) to develop a programme of flood risk management, with consideration to the development of a wider pathfinder approach to flooding in Hampshire as a whole. Furthermore authority was given for the development and implementation of a programme of early actions on flood risk management using local resources within approved funding allocations, where funding is unlikely to be achieved via Flood Defence Grant in Aid or Local Levy mechanisms, and that delegated approval be given to the Director of Economy, Transport and Environment to finalise the programme and implement schemes within approved budgets.

2. Following the flooding incidents in Romsey between December 2013 and February 2014, Hampshire County Council as the LLFA commissioned an investigation in accordance with Section 19 of the FWMA. The investigations revealed that an estimated 96 properties were flooded in December and January 2013/14. Of these, 34 were known to have flooded internally. Sources of flooding were varied and included fluvial (from the river), groundwater, surface water and foul water flooding.

3. Currently the main sources of funding for flood risk management schemes are the Flood Defence Grant in Aid (FDGiA) and the Local Levy. The FDGiA is administered by the Environment Agency on behalf of Defra and schemes are judged in relation to cost / benefit and contributions from partners, which are required in all schemes. The allocation of Local Levy funding is decided by the Regional Flood and Coastal Committees (RFCCs), also established and supported by the Environment Agency.

4. The County Council as LLFA, has discussed with the other risk management agencies, including the Environment Agency an alternative approach to flood risk management and the funding of schemes. By looking at a sub-catchment approach to flood risk management, the opportunity to consider flooding across a catchment rather than focusing separately on each individual scheme, would deliver wider benefit and value for money in an area and allow for better protection of communities from flooding.

Further details can be found at [www.hants.gov.uk/councilmeetings.htm](http://www.hants.gov.uk/councilmeetings.htm) by typing in the relevant reference number:

- Response to the Flood Investigation in Romsey and Sub-Catchment Flood Risk Management (search item reference 5957)

**COUNCILLOR SEAN WOODWARD**  
**Executive Member for Economy, Transport and Environment**