



# Hampshire County Council

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Mr Steve Brine MP  
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*Enquiries to*

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22 February 2017

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Dear Mr Brine

I refer to your letter from December and your recent email and I apologise for the delay in my response. This was mainly due to our attempts to secure greater clarification from DfT officials, with regards to eligibility, availability and application procedures in respect of the new funds you refer to in your note. We sought a meeting with DfT officials which was due to take place in January and was subsequently cancelled and is in fact now taking place today in Winchester.

With regard to your general points that you make, I make the following observations:

You refer to a long history of concerns at the Cart and Horses junction and I would remind you that the County Council has addressed the accident record with an appropriate series of smaller scale interventions designed to tackle the mainly minor injury or damage only accidents taking place at the junction. The principle issue at this junction is accommodating the complexity of movements on what is effectively a staggered crossroads with a dual carriageway at the Cart and Horses junction. We too were hopeful that the accident record would be improved when we implemented the scheme that you referred to, but we do not accept the premise this was simply part one of a bigger scheme. The County Council was always clear this scheme was seen as fully addressing the causes of the accident record at this junction and our expectation was that there would not need to be any further measures. We did however agree to monitor and review the impact of the changes and that included a review of the prevailing speed limits on the A33. Whilst the initial work was completed as you say, in the early summer additional changes were made to the junction layout in the early part of the autumn, which means the current layout has in fact only been in place since October 2016.

*Executive Member for Environment and Transport  
Councillor Rob Humby*

I acknowledge that there have been further accidents at the site and you refer to the tragic fatal accident involving a pedestrian. At this stage ahead of the coroner's inquest, it would be inappropriate to speculate in detail about this accident, but from preliminary discussions it appears unlikely that the junction layout was an issue here. As you rightly say we must base any decisions around further alterations to this junction on hard evidence rather than conjecture.

Your letter went on to talk about the new funds being announced by the Chancellor and your discussions with Roads Minister Andrew Jones MP. It is welcome that additional funds are to be made available for improving roads in England, but our understanding is that these funds are very much aimed at opening up land for future development, similar in nature to the local growth fund guidelines; through which the majority of our transport funding already comes. We welcome the announcement of a national fund to tackle road safety, but again the first announcement of funding from the scheme has identified several stretches of county highway in Southern Hampshire, but does not reference the A33. I would be extremely surprised, given the relatively low accident record on the A33, that it would qualify for funding under this scheme targeting national road safety priority areas. This however, is what we wish to explore further with DfT officials to better understand the criteria which they applied to identify the schemes mentioned in the autumn statement documentation and to understand how much of this fund has already been earmarked, whether there will be future rounds and indeed how the process for allocating funds will work.

We are always ready to submit bids for funding to improve Hampshire's transport situation and have a very good and strong track record of attracting government funding for highway improvements, safety and maintenance. We have a significant number of priorities that have yet to be addressed, but are always able to put together strong bids when there is a reasonable likelihood of funding.

I am aware of course that the Cart and Horses junction continues to feature in local discourse and the County Council received a deputation at our November meeting from local residents. We have since then carried out further speed data collection and a further review of the current junction layout, which has now been in place for four months. Mindful of the level of interest locally in the junction, I have asked for an update and progress report to be brought forward to my forthcoming decision day on 23<sup>rd</sup> March. It would be my intention at this time to review the findings of the speed survey and potentially consider measures to address what I think are the main areas of concern around apparent confusion at what is now an unusual, if entirely design standard, compliant junction. I would also advise that in considering any works to alter the layout at this junction it would be important to understand the full implications. Whether that is displacement of traffic to other routes by reducing the capacity, or options at what is an all move junction through to the potential impact of a significant upgrade of the junction,

which could require major funding and is likely to attract additional traffic, which will impact on the connecting network.

I will of course be happy to share a copy of the report with you when it is published ahead of the decision day, publication will be around 13<sup>th</sup> or 14<sup>th</sup> March. I will of course send you a further update should anything significant emerge from the meeting Stuart Jarvis and his colleagues are having today with the DfT officials I referred to early.

Yours Sincerely



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