

HAMPSHIRE COUNTY COUNCIL

Decision Report

Decision Maker:	Executive Member for Environment and Transport
Date:	5 June 2018
Title:	Harts Farm Way/Southmoor Lane Junction Havant
Report From:	Director of Economy, Transport and Environment

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1. Recommendations

- 1.1. That the Executive Member for Environment and Transport approves the Project Appraisal for the roundabout Improvements scheme at the junction of Harts Farm Way and Southmoor Lane, Havant, as outlined in the supporting report.
- 1.2. That approval be given to procure and spend and enter into necessary contractual arrangements to implement the proposed roundabout Improvements at the junction of Harts Farm Way and Southmoor Lane, Havant, as set out in the supporting report, at an estimated cost of £418,000 to be funded from Operation Resilience funding (£80,000), Havant Borough Council Community Infrastructure Levy funding (£190,000), and Developer Contribution (£148,000).
- 1.3. 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. Executive Summary

- 2.1. The purpose of this paper is to provide details of a proposed scheme to implement roundabout Improvements at the junction of Harts Farm Way and Southmoor Lane, Havant, which will reduce congestion at the roundabout during peak periods and slow approaching traffic and enforce correct circulatory lane behaviour ensure drivers take the appropriate route on the roundabout, which could allow more traffic to enter the roundabout from the Southmoor Lane approach.

3. Contextual information

- 3.1. The four arm roundabout conjoining Harts Farm Way/Southmoor Lane/Brockhampton Road/Brookside Road is in the Broadmarsh employment area in Havant. Typically, congestion is experienced during the morning peak period on the Brockhampton Road approach, which often extends into Solent Road. Congestion is also experienced in the evening peak, with queues

extending along Southmoor Lane and back to Penner Road and the Scottish & Southern Electric offices.

- 3.2. A feasibility study was undertaken by Hampshire County Council in May 2014 which assessed the suitability of traffic signals. Three options were considered with a recommended option to progress. A further study on the suitability of traffic signals at this junction undertaken in August 2015 found that a signalisation scheme was not the solution as it would provide only minimal improvements to peak hour congestion and queuing on Southmoor Lane, and at the same time would introduce significant disadvantages such as serious delays during the off-peak periods.
- 3.3. However, in order to identify a solution, additional study work was commissioned to look specifically at options to reduce the delays and queues during the evening peak hour on the Southmoor lane approach to the roundabout. The options included refining the original signalisation model and assessing a number of traffic management schemes.
- 3.4. The report concluded with an appraisal table of 10 options. Three options were adjustments to the signals times at the expense of the other arms of the junction, including the removal of the pedestrian phases, and seven options were traffic management measures.
- 3.5. The report identified which of the traffic management options could be investigated further based on their potential to reduce queuing on Southmoor Lane in the evening peak. It showed that several of the traffic management options could deliver some benefits, but that on their own would not solve the peak time evening congestion problem of employees leaving the Southmoor road businesses at the same time every day.
- 3.6. In assessing the traffic management options it was identified that high vehicle speeds on the approach and through the roundabout, especially from vehicles on the Brockhampton Road, reduce the opportunities for vehicles on Southmoor Lane to find gaps in the traffic and enter the roundabout from this approach. This subsequently contributes to the long evening peak hour queues, which form on the Southmoor Lane approach. Also, due to the slightly off-set alignment of the roundabout there is a high incidence of motorists who either drive a straight path through the junction or undercut the roundabout and do not circulate.

4. Finance

- 4.1. All the required funding for the scheme has been secured through Havant Borough Council Community Infrastructure Levy funding, Developer Contributions, and Hampshire County Council's Operation Resilience budget.
- 4.2. £190,000 of funding comes from the Havant Borough Council Community Infrastructure Levy, which was approved at Havant Borough Council Cabinet in February 2017. £148,000 is available through Developer Contributions. £80,000 is available through Hampshire County Council's Operation Resilience budget as the scheme will provide the opportunity for Hampshire County Council planned highways maintenance to resurface the roundabout.

4.3	<u>Estimates</u>	<u>£'000</u>	<u>% of total</u>	<u>Funds Available</u>	<u>£'000</u>
	Design Fee	25	6	Developer contributions	148
	Client Fee	17	4	HBC CIL contribution	190
	Supervision	6	1	Op Res	80
	Construction	370	89		
	Land	0			
	Total	<u>418</u>	<u>100</u>	Total	<u>418</u>

4.4	<u>Revenue Implications</u>	<u>£'000</u>	<u>% Variation to Committee's budget</u>
	Net increase in maintenance expenditure	2	0.001%
	Capital Charges (Depreciation and notional interest charges)	0	0.000%

5. Performance

5.1. Traffic surveys, including turning counts and queue length surveys, have been carried out at the roundabout. Upon completion of the scheme, similar surveys will be carried out to determine how successful the proposals have been at mitigating the traffic congestion at peak periods.

6. Consultation and Equalities

6.1. The scheme is well supported by local businesses, which have been demanding improvements to the junction for a number of years.

6.2. Local Member Councillor Fairhurst has been consulted on the proposals and she is fully supportive of the scheme. All Borough Councillors are supportive of the scheme.

7. Scheme Design

7.1. The scheme involves the introduction of a kerbed central island and kerbed islands on all approaches to the roundabout. Revised footway alignments on the approaches are intended to deflect vehicles from driving along a straight path through the roundabout or undercutting the roundabout. There will be flared entries at the roundabout for all arms. The existing mini roundabout will

be replaced with a physical kerbed roundabout to ensure drivers take the appropriate route on the roundabout using the correct circulatory behaviour.

- 7.2. Moving the kerb line back into the eastern verge of Southmoor lane, and providing two northbound lanes on Southmoor lane, will provide greater capacity at the junction, which will reduce congestion.
- 7.3. A new pedestrian refuge on Brookside road, and additional on and off-road cycle facilities on the Brookside road approach to improve the existing east-west cycle route (NCN2) through the junction, will result in safer pedestrian and cycling facilities at the roundabout junction.
- 7.4. The scheme will involve resurfacing the road due to the existing poor condition.
- 7.5. A location plan and General Arrangement drawing is shown in Appendix 1.

8. Future direction

- 8.1. This scheme is well supported and is required as a medium term solution whilst a longer term strategy is being investigated as part of the Local Plan Transport Assessment and Solent Local Enterprise Partnership bids for transport works to support new businesses on Harts Farm Way.

CORPORATE OR LEGAL INFORMATION:**Links to the Strategic Plan**

Hampshire maintains strong and sustainable economic growth and prosperity:	yes
People in Hampshire live safe, healthy and independent lives:	yes
People in Hampshire enjoy a rich and diverse environment:	yes
People in Hampshire enjoy being part of strong, inclusive communities:	yes

Section 100 D - Local Government Act 1972 - background documents

The following documents discuss facts or matters on which this report, or an important part of it, is based and have been relied upon to a material extent in the preparation of this report. (NB: the list excludes published works and any documents which disclose exempt or confidential information as defined in the Act.)

Document

Location

None

IMPACT ASSESSMENTS:

1. Equality Duty

1.1. The County Council has a duty under Section 149 of the Equality Act 2010 ('the Act') to have due regard in the exercise of its functions to the need to:

- Eliminate discrimination, harassment and victimisation and any other conduct prohibited under the Act;
- Advance equality of opportunity between persons who share a relevant protected characteristic (age, disability, gender reassignment, pregnancy and maternity, race, religion or belief, gender and sexual orientation) and those who do not share it;
- Foster good relations between persons who share a relevant protected characteristic and persons who do not share it.

Due regard in this context involves having due regard in particular to:

- a) The need to remove or minimise disadvantages suffered by persons sharing a relevant characteristic connected to that characteristic;
- b) Take steps to meet the needs of persons sharing a relevant protected characteristic different from the needs of persons who do not share it;
- c) Encourage persons sharing a relevant protected characteristic to participate in public life or in any other activity which participation by such persons is disproportionately low.

1.2. Equalities Impact Assessment:

It is considered that the proposals will have a neutral impact, with no disproportionate impacts on groups with protected characteristics. The improvements will benefit all road users, with safer pedestrian and cyclist facilities at the roundabout junction.

2. Impact on Crime and Disorder:

2.1. These proposals are not expected to impact on crime and disorder.

3. Climate Change:

- a) How does what is being proposed impact on our carbon footprint / energy consumption?

These proposals aim to offer an effective solution that will improve the management of traffic, reducing unpredictable journey times and congestion in the Broadmarsh employment area in Havant. As a result, this may lead to long term reductions in carbon footprint and energy consumption.

- b) How does what is being proposed consider the need to adapt to climate change, and be resilient to its longer term impacts?

Maintaining the existing non-motorised user facilities and connection to local

pedestrian and cycle routes will continue to promote the use of alternative travel methods.