

HAMPSHIRE COUNTY COUNCIL

Executive Decision Record

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. The decision:

- 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 Hampshire County Council's 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. Reasons for the decision:

- 2.1. The Harts Farm Way/Southmoor Lane roundabout serves as access to the Broadmarsh employment area and experiences evening peak hour congestion due to the numbers of employees departing at 5pm.
- 2.2. During site investigations it was identified that high vehicle speeds on the approach and through the roundabout, especially from vehicles on 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 Southmoor Lane. 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.
- 2.3. Realigning the roundabout should slow approaching traffic and ensure drivers take the appropriate route on the roundabout, which could allow more traffic to enter the roundabout from the Southmoor Lane approach in the evening peak.

3. Other options considered and rejected:

- 3.1. Hampshire County Council carried out a feasibility study in May 2014 that investigated three alternative options that focused on the implementation of traffic signals. These were all rejected, as 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 dis-benefits such as delays during the off-peak periods.
- 3.2. 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.
- 3.3. The report concluded with an appraisal table of ten options: three options were adjustments to the signals times at the expense of the others arms of the junction, including the removal of the pedestrian phases, and seven options were traffic management measures.
- 3.4. The six traffic management options that were considered and rejected are summarised below:
- 3.5. Option 1 - Conventional Roundabout: significant third party land required on the east side of Southmoor Lane, north sides of Brookside Road, and north and south sides of Harts Farm Way. Improvement on Southmoor Lane would result in platoons of traffic arriving quicker at the A27/A3(M) junction, potentially resulting in longer queues.
- 3.6. Option 2 - Brookside Road left turn only: Does not achieve a reduction in queues on Southmoor Lane during the PM peak hour.
- 3.7. Option 3 - Brookside Road One-way Access: potential for diverted traffic to have a negative impact on other junctions within the network, especially the A27/A3023 Langstone Road/B2149 Park Road South roundabout.
- 3.8. Option 4 - Provision of two lanes on Southmoor Lane: would require significant funding and third party land negotiations.
- 3.9. Option 5 - Segregated left turn lane on Southmoor Lane (applying Design Manual for Roads and Bridges standards to entry and exit tapers): increased difficulty for pedestrians and cyclists crossing the segregated left turn. Requires significant funding and third party land negotiations.
- 3.10. Option 6 - Segregated left turn lane on Southmoor Lane (entry and exit tapers do not comply with DMRB standards): Increased difficulty for pedestrians and cyclists crossing the segregated left turn. Requires significant funding and third party land negotiations.

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:

Approved by:

Date:

5 June 2018

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