

COPYTHORNE PARISH COUNCIL MEETING – TUESDAY JANUARY 12TH 2021

Item 11. Initial Consideration of the need for a Roundabout at Bartley Crossroads

The last major road improvements made to the Bartley Crossroads junction seems to have been made at least ten years ago. The speed limit was also reduced to 30mph at about that time. There was further mention made in our Parish Minutes in late 2011 and then again in 2012 (see extracts at Annex A).

There would appear to have been much discussion back in 2011/2012 about the difficulties encountered in negotiating the Bartley junction! Unfortunately, it would seem that nothing materially has changed since.

Back in late 2011 it was suggested that a representative of Hampshire Highways (Tim Lawton) be invited to attend the November 2011 Council meeting. In the event after a bit of a delay he sent an e-mail (a copy of which can be found in Annex B).

Of interest especially to me was mention of the Vehicle Activated Sign at the junction to be reset nearer to 30mph. This didn't actually happen until I raised it as a member of the public with Hampshire Highways 3 years ago!

Back in 2011 Cllr. Les Puttock (NFDC) raised the problem of access to and from the shops on Winsor Road and the adjoining properties. It's interesting to note that it seems to have been considered too difficult to easily fix and as we know nothing has ever been done!

The nature and severity of the accidents seen at the Crossroads does seem to have fallen since the introduction of the road improvements and the reduced speed limit. Back in 2012 there was mention of HCC monitoring the site for 3 years until February 2013. I have been in touch with Highways and have been sent a copy of an e-mail from May 2013. It says that in the period before the road improvements there were seven accidents, 1 fatal and 1 serious the others slight; then in the three years after the improvements only 3 minor accidents (see below it's in the text at Annex B).

In an attempt to find out if this trend continued, I wrote to Hampshire Police and obtained the injuries accident records at Bartley Crossroads for the last 10 years. It would seem that there have only been 4 accidents involving injury at the crossroads in the last 10 years. Only one serious and 3 slight injury accidents and thank goodness no fatalities (see below at Annex C).

There have obviously been numerous minor accidents over the intervening period, that thankfully didn't involve injury.

So how to find out how many minor accidents since that time? Having thought about it, it occurred to me that at the time of an accident quite often road signs and street furniture get damaged. I've been in touch with Hampshire Highways again to try and find out about the number of times they have had to replace signs and street furniture at the crossroads since 2013. This is proving both difficult and time consuming as unfortunately the information has to be extracted from the records of individual roads, rather than the crossroads itself. I've been advised that there are over 600 enquiries to sift through to extract the information about the crossroads. I'm assuming that not all 600 will prove to be at the crossroads, but I am none the less still expecting a significant number. Unfortunately, I've also been told that the information won't be available in time to meet this report's publication deadline. But I hope to be able to give you a verbal update at the January council meeting.

Although the number and severity of accidents seems to be what ultimately unlocks the treasure chest. In this case it's not the only driver. As we all know there will shortly be at least 1380 new homes built just across our parish boundary line in North Totton. And a large number of the residents will jump in their cars and use Winsor Road as the quickest way into the New Forest and beyond. This will inevitably lead to a much greater number of vehicle movements at the Bartley Crossroads, than we presently have.

So rather than continue to battle against the lost cause of trying in vain to fix the junction layout, the idea of replacing the junction with a proper roundabout has much going for it. Properly designed and installed roundabouts by their very nature, slow down the traffic and as you can only turn in one direction are intrinsically safer than a conventional crossroads.

So how much will a roundabout cost? If I were asked to guess I would say about £1,000,000. I've had a quick look at what's involved, from initial survey to final inspection and have come up with a figure of £500,000 for a project taking about 12 months. But having seen what's happened recently to the costs of the bicycle friendly roundabout in Cambridge, maybe it's safer to go with the higher figure for now. The original budget in Cambridge was £800,000, its now being estimated to cost £2,300,000!

Conclusions

So there lies the problem, usually before anything is done, there have to have been multiple serious injuries or fatalities and not forgetting all the countless minor scrapes and these are all balanced against the costs involved in building the roundabout!

In the case of Bartley Crossroads, I believe we can add the extra traffic which will be generated by the new homes in North Totton as another reason for having a roundabout.

In conclusion is a life worth a £1,000,000, I for one think that's cheap!

Recommendations

- Agree that there is a case to be made to have a proper look at what's involved in installing a roundabout at the Bartley Crossroads
- Get the Clerk to ask if a representative of HCC Highways can attend our next council meeting to get them to explain why Highways don't think a roundabout is necessary
- Ask the Clerk to write to Highways and ask them to monitor the traffic numbers at the crossroads
- Ask the Clerk to chase up the remarking of the present Bartley Junction

Cllr. Graham Chillcott

December 21st 2020

OCT 2011

Members discussed further the correspondence from Bartley residents requesting safety improvements at Bartley crossroads. Members of the public spoke during public participation, commenting on the junction's poor accident record, the difficulty in negotiating the crossroads, especially for motorists turning right out of New Inn Road and Winsor Road, the confusing junction markings and the problems experienced by pedestrians. Councillor Puttock also referred to the added problem of the traffic entering and leaving the adjacent shopping precinct. At Councillor Mans' suggestion, it was agreed to invite Tim Lawton of Hampshire Highways to the next Council meeting to discuss the matter further. The Clerk would also request the accident records available for the junction including details of injuries and accident causes.

NOV 2011

Members received an e-mail from Tim Lawton, Hampshire Highways, in response to the Council's request for a meeting to discuss the Haywain junction. The matter had been discussed with the Safety Engineering Team who would wish to defer further measures at the crossroads until completion of the three years' monitoring process. However, a site meeting could be arranged to discuss the position generally. In the circumstances, members felt that it was preferable to await the introduction of the new 30 mph speed limit in Southampton Road (expected by the end of 2011) and then review the situation, say, in February or March. In the meantime, Highways would be asked to provide details of safety measures already carried out at the junction.

APRIL 2012

Members received a summary of the site meeting with HCC highway representatives on 28 March 2012. Generally, the injury accident scenario at the junction had improved since the safety scheme in February 2010, albeit the parish council still felt the new road markings caused confusion. HCC did not wish to change the markings at this stage but agreed to undertake the following, after which the position could be discussed at a further meeting in May: - before and after speed surveys – to judge the success of the new 30 limit - check with Police Safer Roads Officers for any damage-only accidents at the crossroads since the scheme implementation. Councillor Puttock made further reference to the problems of access to and from the shops on the corner of Winsor Road. However, it was noted that the position was not easily resolved in view of several private accesses.

JULY 2012

Members received a summary of the issues discussed at the further meeting with Highway officers on 29 June 2012:

- advisory speed limit 'posters can be supplied (approximately £210 for each post and sign). HCC to be asked if signs can be attached to existing street furniture
- confirmed that 'New speed limit in force' sign can only be used where a 30 limit has been extended into an adjacent road
- extension of 30 limit eastwards past the Chinham Road junction probably not viable, albeit a buffer 40 limit may be more achievable. Further request to be made for the extended 30 limit, citing also the large, well-used layby opposite the Chinham Road junction
- HCC to enquire whether the A336 can become a camera route and have associated signage
- vehicle activated sign to be reset to nearer the 30 limit threshold, if possible (36 mph). HCC also to check whether SIDS can be re-instated at various locations around the village
- speed check data supplied
- HCC noted PC's concerns over current safety record at the crossroads and the potential for further accidents. Reduction in severity of accidents is encouraging and HCC will continue to monitor site for full three year period (to February 2013). Meanwhile, HCC to request refurbishment of road markings.

Annex B – E-mail exchange between Parish Clerk and HCC Highways in May 2013

E-mail from Mike Derrick (Clerk to Copythorne PC) to HCC Highways

Subject: Haywain Crossroads

I believe we are due to review the various safety issues at Bartley crossroads. Can we organise a further site meeting sometime in the near future?

Reply

Thank you for your email regarding the Haywain crossroads. We are now in a position to compare the complete three year before and after monitoring period to evaluate the effectiveness of the casualty reduction scheme implemented in February 2010. I have attached for your information a copy of the scheme drawing which details the extent of the road marking changes and the installation of the vehicle activated sign early in 2010.

Looking at all the accidents which have occurred in the close proximity of the junction there were seven before accidents 1 fatal, 1 serious and the remainder slight. In the three year after monitoring period there has been three, all slight. The before record comprises of four slight collisions at the crossroads, one fatal pedestrian collision about 40m north-west of the junction and one slight and one serious collision at the western end of the scheme. The after record comprises of two slight collisions at the crossroads and one slight collision at the western end of the scheme. This comparison shows a reduction in both the number and severity of accidents.

I did observe the aftermath of a two vehicle collision which occurred on 17 March 2013 just before 13:00hrs. Police and Ambulance were both in attendance however this has been recorded as a non injury collision.

Steve Woodward and myself would be pleased to attend a site meeting with representatives of your Parish to review the situation at the crossroads first hand. Please could you suggest two or three dates in early/mid June which are convenient to your Councillors.

Safety Engineering Team
Economy, Transport and Environment Department
Hampshire County Council

Annex C – Hampshire Police Accident Records 2011-2020

		2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	TOTAL
	Total Accidents	0	0	0	0	3	0	1	0	0	0	4
Severity	Slight	0	0	0	0	3	0	0	0	0	0	3
	Serious	0	0	0	0	0	0	1	0	0	0	1
	Fatal	0	0	0	0	0	0	0	0	0	0	0
Vehicle	Bicycle	0	0	0	0	0	0	0	0	0	0	0
	Motorcycle	0	0	0	0	1	0	0	0	0	0	1
	Car	0	0	0	0	3	0	1	0	0	0	4
	Van	0	0	0	0	0	0	0	0	0	0	0
	Goods vehicle	0	0	0	0	0	0	0	0	0	0	0
	Other	0	0	0	0	0	0	1	0	0	0	1
Casualties	Pedestrian	0	0	0	0	0	0	0	0	0	0	0
	Driver/Rider	0	0	0	0	3	0	1	0	0	0	4
	Passenger	0	0	0	0	0	0	1	0	0	0	1

