

COPYTHORNE PARISH COUNCIL MEETING – TUESDAY JUNE 8TH 2021

Item 12. Bartley Crossroads Updating Report

Previously Approved Recommendations

Firstly, a quick update on the four recommendations approved at the April 2021 Council Meeting:

- Recommendation 1 - Publish an article in the Parish Newsletter outlining the idea of improving safety at Barley Crossroads. *Article published in May edition of newsletter.*
- Recommendation 2 - Clerk to contact NFDC regarding traffic monitoring at Crossroads. *Clerk has contacted NFDC who have confirmed that this can be arranged once “lockdown restrictions” have been sufficiently relaxed (hopefully July 2021)*
- Recommendation 3 -Conduct research into how hard it might be to get central government funding. *In hand see update below in the body of the report.*
- Recommendation 4 - Undertake a formal presentation at the next Annual Parish Meeting or similar forum to gauge local opinion and/or canvas a representative sample of local residents. *Due to Covid 19 restrictions we are awaiting a date for when a Parish Meeting can be held.*

Local Feedback

A couple of suggestions have emerged about what might be done at Bartley Crossroads to make it safer :-

- A resident has asked about the possibility of introducing a “turn left only” off the Spar shop and the Pharmacy forecourts?

Although obviously something to be looked at as part of the eventual feasibility study I would have thought that the “left turn only” off the shop and pharmacy forecourt will result in more people trying perform a “U” turn as they attempt to “swing round” in the Haywain car park or, probably worse still, at the junction of Bourne Road where one of the Copythorne Parish Pickers was run over recently!

- I’ve also been asked a couple of times about Traffic Lights. So, I wrote to the NFNPA Planning and Policy Manager and this was his reply:-

“As you may be aware HCC is the statutory highway authority for the Copythorne Area of the National Park. As a general rule revisions made to the highway and associated infrastructure within the designated highway do not usually need planning permission from the National Park Authority (“NPA”).

For example the proposed in-carriageway amendments to the A326 linked to the Fawley Power Station redevelopment can be undertaken by HCC under their permitted development rights. However, the revisions to the layout at Ipley Crossroads did require planning permission from the NPA, due to the different layout and footprint of the highway. My informal view would therefore be that the provision of traffic lights (and any associated

in-carriageway changes) could be undertaken by HCC under their statutory powers without requiring planning permission from the NPA.

The NPA therefore doesn't have published design guidance on highway infrastructure; or a published policy on traffic lights in the National Park. The majority of the traffic light settings within the National Park are in more built up settings (such as Lyndhurst High Street, or the main road through Ashurst), but not exclusively. For example, there are traffic lights on Sway Road to the south of Brockenhurst as the road bridge goes over the railway. I would emphasise that HCC do have statutory "duty of regard" towards the two National Park purposes in carrying out their statutory functions (including highways). The NPA would therefore expect any new highways works in Copythorne to respect the area's location within a nationally protected landscape and be designed to reflect the character of the area as far as possible."

Therefore, traffic lights, much to my surprise, cannot be automatically ruled out as a possible solution. So maybe we should add traffic lights as an option when we progress to the feasibility stage, but make it clear that we are against traffic lights in what is essentially a rural setting.

Research into Central Government Funding (Recommendation 3 above)

Looking more specifically at Recommendation 3 on conducting some research into obtaining Central Government Funding for a new roundabout at Bartley Crossroads.

As a starting point, I looked at the "Government Guidance for Roads Funding Information" Pack (June 2020). I should add that the document is due to be updated, but nevertheless, in its introduction it states:

"The repair of potholes and preventing them from forming is only one element to improve the condition for all road users. Well maintained highways not only improve local productivity but also the environment by reducing delays, and also makes cycling, horse riding and walking more attractive. The government is providing guidance and funding to highway authorities to ensure that our local roads and other highway assets are fit for the future.

The funding allocated to each local highway authority in England in 2020/21 is based on a formula using 2019 road length data provided by each local authority, and also takes into account the number of highways assets such as bridges and lighting columns for which they are each responsible for."

Out of interest I've picked out of the tables in the "Guidance for Roads Funding Information Pack" the funding for Hampshire in 2020/21 (2021/22):

Year	Pothole & Challenge	HMB need	HMB incentive	ITB	Total
2020/21	£19.766m	£21.584m	£4.495m	£5.296m	£51.141m
2021/22	£14.866m	£14.889m	£3.721m	£5.338m	£38.830m

As you can see Hampshire was allocated a total of £51.141m in 2020/21 and £38.830m in 2021/22

Of particular interest to us, is that the Roads Fund Information Pack also lists where “**Future and Additional Funding**” will be made available to local authorities. There are various allocations of funding:

- a. **National Roads Fund (NRF)**
- b. **Major Road Network (MRN)**
- c. **Local Growth Fund (LGF)**
- d. **Local Pinch Point Fund (LPPF)**

The type of funding that would seem to be most applicable to us is the Local Pinch Point Fund (LPPF) – for which Central Government allocated £150 million across England.

In the **Roads Funding Information Pack**, it says that the government will make £75m of the LPPF funding available to local authorities in 2021/22 and £75m in 2022/23 which aims to support projects across England that ease congestion on local routes and for small improvement projects such as for road modelling and design.

This would seem to be the pot of money that we should target. In the first instance for road modelling and design and then for the roundabout improvement project itself.

Next Steps and Recommendations

Recommendation 1 - Having already got support from our District Councillors, my recommendation is to now approach our HCC County Councillor (Edward Heron) with a view to asking him to find out from HCC Highways, how much the initial road modelling and design of road improvement at Bartley Crossroads will likely cost. And then to use his best endeavours to obtain release of funding from the LPPF allocated to HCC to get the study underway.

Recommendation 2 – Assuming that the traffic monitoring information when it becomes available shows the need, press on with getting a feasibility study undertaken into making traffic improvements at Bartley Crossroads. The Parish Council’s view is that the future community needs will be best served by installing a roundabout. But obviously the feasibility study will need to look at all options, including the possible provision of a “Left Turn Only from the Shops” and also installing Traffic Lights.

Cllr. Graham Chillcott
22nd May 2021