

BROOKTHORPE WITH WHADDON PARISH COUNCIL

Minutes of Meeting with John Kay 6th September 2011

Present Cllr E Hibbert [Chairman] Messes D Mackellar, B Wiggall, P Gaze, Mrs E Brent-Smith, Cllr J Nash [County Councillor] Cllr K Pearson [District Councillor] PS Adrian Smith, Mrs A Rigelsford [Parish Clerk] and 6 parishioners

The Chairman welcomed everyone

Questions for John

Signage for roundabouts

1] Could the roundabout sign for traffic heading west along the A1473 be located further away from the roundabout?

This sign must stay where it is but Mr Kay can ensure that visibility is increased by ensuring that vegetation is cut back. He will investigate an additional sign.

The Traffic Signs Manual informs that warning signs should generally not be used in conjunction with mini-roundabouts, they can only be used in this instance where the approach visibility is limited. This was highlighted in the safety audit following the scheme completion and resulted in a warning sign (roundabout in red triangle) being placed on the west side of Haresfield Lane roundabout. The guidance clearly states that warning signs should be used sparingly so that their effectiveness is not compromised. Any decision on additional signage will be taken following the speed limit survey and will take into account forward visibility and the current road traffic collision history.

2] Could there be an extra sign for traffic heading east along the A1473 be located near the Four Mile House?

Mr Kay stated that he will investigate this – **As above**

3] Are there any statistics regarding accident levels before and after the scheme?

This is unclear but Mr Kay stated that he will look into this and forward them on to the Clerk.

Please find attached to this e-mail plans showing the accident history before and after the scheme was installed (April – May '08). Prior to the safety scheme there were two serious accidents (red squares) and one slight accident (yellow triangle) – just looking at the A4173. Post scheme there is just one slight accident that involved a cyclist riding on the wrong side of the road before hitting a car. There are a few damage only accidents before and after construction, however these are not generally considered during assessment.

Please note that the slight accident (yellow triangle) that is on Upton Lane and features on both plans was in 2008 and occurred before the scheme was built.

In 2001 there was a fatal accident that occurred near the Haresfield Lane junction but was not included during our assessments as a three year period is used.

Speed levels on both sides of the road have dropped significantly although it must be remembered that the speed limit has also dropped. There appears to be virtually no displacement of traffic.

The traffic speed through the scheme was causing concerns. Mr Kay stated that the Gateway signage, Dragons Teeth were designed to warn drivers to slow down but that he would look into more signage or may be a neon warning sign.

The Parish Council felt that the traffic flow is increasing due to local developments and asked for another speed survey be carried out. **This was agreed to by Mr Kay and has been arranged for early November.**

Comments from Parishioner

Increase in noise due to acceleration and deceleration for roundabouts

Increase in road rage witnessed by parishioner

Decrease in road safety and driving standards as people approach the mini roundabouts often damaging bollards witnessed by parishioner

Reduce ease of access to properties on the main road.

Any examples of road rage or dangerous driving should be reported to Glos Police

Mr Kay stated that these comments were not uncommon in schemes such as this. However the scheme should have made it easier for property owners to access their properties as the majority of traffic should be reduced. Cllr Pearson suggested that part of the problem was that at both roundabouts drivers on the main road were being asked to give way to traffic from a minor road. Mr Kay suggested that the scheme had been in place for long enough now for drivers to have adapted to this concept. The navigation of the mini roundabout at Upton Lane, when coming down the hill has caused concerns especially in bad weather. Vehicles have hit the curbing here. Mr Kay said that he would look at this. **I will respond separately on this issue, hopefully before your meeting on 4th Oct.**

Other matters

1] Is there any provision for the parish to receive their own supply of grit bags during adverse weather conditions. If so how many and when can they be picked up.

Mr Kay explained that the Clerk need to let him know as soon as is possible how many bags the Parish Council needs. Delivery for this is free. The Parish Council can also purchase two spreaders at a cost of £90 each.

J Kay to meet with Parish representative to confirm winter action plan (as previous email)

2] The Parish has been campaigning for a footpath along Upton Lane for many years now. Can this be looked at again.

Due to the financial restraints at present this can not be looked into. The cost of such a path would far exceed any contribution that the Parish Council could make. **Nothing further to add.**

3] Can Styles Lane be made one way therefore stopping vehicles pulling out onto the A1473, making this junction safer.

This question really needs to be taken up with Harescombe Parish Council as there needs to be significant local support and consultation for action such as this.

I have now had support for the request from Haresfield PC and Cllr Nash. Cllr Pearson has also forwarded me a letter requesting action on this matter from a concerned member of the public. I have now visited the site and carried out the manoeuvre several times at different times of the day (not yet during hours of darkness!). I can fully understand the request as turning right can be described as awkward at best although interestingly reported road traffic collision's are low – 2 slight and possibly 1 damage only (incident location not clear) in the last three years.

My comments to the one-way suggestion are: I agree that it would prevent the difficult turning onto the A4173, but currently this is the drivers choice and the manoeuvre can easily be avoided by accessing the A4173 at nearby Brookthorpe. I have my doubts about enforcement of such a ban in a rural location and there is the possibility that changing the lane to one-way could increase vehicle speeds on the narrow lane. Traffic calming would not be possible should this become an issue for local road users.

Another option would be to ban right turns –in my opinion the most hazardous manoeuvre. This would cut down the number of turning manoeuvres hence reduce the risk but keep two-way traffic on the lane. The problem of enforcement would remain and I would welcome the parish comment on this suggestion.

At the very earliest either option could be considered would be next financial year and that would be subject to funding. A Traffic Regulation Order would be required to make any change enforceable and a public consultation may be required.

Mr Kay stated that he would report back to the Council before the next Parish Council Meeting on October 4th.

The Chairman concluded by stating that generally the traffic calming had been a success but that now some fine tuning is required. He thanked everyone for attending.

The meeting closed at 8.00 pm