



Personal Injury Accidents
01/04/07 – 31/03/12

- Fatal
- Serious
- Slight

- ← EXISTING 50 mph
- ← EXISTING 40 mph
- ← EXISTING 30mph
- ← EXISTING DERESTRICTED
- PROPOSED 30mph
- PROPOSED 40mph
- PROPOSED 50MPH

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CLIENT		CONSULTANT		DRAWN		SCHEME		DRAWING TITLE	
				RQ		A & B ROADS EXISTING AND PROPOSED SPEED LIMITS 2012		B2177 B3354 TO MORTIMERS LANE	
		STUART JARVIS BSc DipTP FCIHT MRTPI: DIRECTOR OF ECONOMY, TRANSPORT & ENVIRONMENT		RQ		JOB No. SCALE A3		HCC CADplot: 20.Jun.2012 at 3:15pm	
				CHECKED KM KM		DATE		DRG No.	
				APPROVED KM KM		15/06/12		1	
								EC/C.J005907.01/07/001	
REV.	AMENDMENT	DATE	DRAWN	CHKD	APPD				

HCC CADfile: K:\Eng\Roads\Schemes\CJ005907.01 A & B Road Speed Limit Review\A&B ROAD SPEED LIMITS\Site 10 - B2177 - B3354 to West Mortimers Lane .dwg



Liz Manship
The Old Shop, Main Road
Owslebury
Winchester
SO21 1LU

Enquiries to	Robin Quant	My reference	RQ/C.J005907/01
Direct Line	01962 847207	Your reference	
Date	20/06/12	Email	robin.quant@hants.gov.uk

Dear Mrs Manship

**Proposed Speed Limit Reductions
B2177, B3354 Fisher's Pond to Mortimers Lane, Lower Upham**

Please find enclosed a copy of plan number EC/C.J005907.01/07/001, detailing the proposals to reduce the existing national speed limit to 50 mph on the B2177 for a location 370m east of the B3354, Fisher's Pond to a location 170m east of Mortimers Lane, Lower Upham.

These proposals are being progressed in response to the recommendations from the A & B road speed limit review currently in progress.

It is considered that in this case the character of the road and mean traffic speeds support reduction under the Department for Transport's guidance on speed limits. As you will see from the plan there have been a total of 13 injury accidents recorded during the past 5 years on the section of the B2177 over which the speed limit reduction is proposed, 2 serious & 11 slight.

If you would like to make any comments or further information relating to this matter, please do not hesitate to contact Robin Quant (01962 847207) at Engineering Consultancy, Winchester.

Please disseminate this information as necessary.

Yours sincerely

Robin Quant
Technician – Highways

Owslebury Parish Council – Road Safety Concerns

The Grainstore is situated on the corner of Hurst Lane, Thompsons Lane and Whaddon Lane. All roads away from the site are single carriageway. Whaddon Lane has a 7.5 tonne weight restriction owing to its sharp bends, narrow carriageway and single track carriageway with passing bays at the top. Hurst Lane is perceivably a straight road which invites motorists to speed, but regrettably with the sharp bends at the top and bottom and the width that leads you to believe there is room to pass, until you meet a tractor or similar, accidents are not uncommon. With regard to Thompson's Lane, I quote from the Engineers Consultation report in relation to a recent planning application at Marwell Yard, Thompsons Lane (ref: 11/00745/SFUL), which is adjacent to The Grainstore and can be seen on the plans as the large barn immediately to the west.

"I noted that this section of Thompson's Lane is narrow in places, and it is evident that the carriageway edges have been damaged by overrunning of vehicles. In places it is not possible for a vehicle to pass an HGV without over running of verges"

"I find the road leading to and from the site substandard in width to accommodate the increase in traffic which the development would create. Should you therefore be mindful of refusing the application I would suggest that you include the following highway reasons: RRH103 and RRH113 (Width)".

Considering the residential use of this road network, the Post Box and Community Noticeboard are sited at this junction to support the houses opposite the Grainstore in Hurst Lane and also in Thompsons Lane. Consequently there are often children and young families seeking to cross the road at this junction. Horse riders regularly ride along Whaddon Lane and Thompsons Lane. There are no pavements. This junction and the roads leading from the site are well-known within the parish for road traffic accidents as the following data illustrates. We question how Engineers evaluations can be so different for two adjacent businesses with regard to the same stretch of road and request this is given further consideration. To grant B8 use at this dangerous junction and entrance / exit highways we believe is to invite further accidents.

Accident Data

In 2007 Owslebury Parish Council requested an accident report from Hampshire Constabulary which covered the 3-year period 01/01/2005 – 31/12/2007. Within this period, on just these highways immediately leading from the Grainstore TEN ACCIDENTS are listed. I cite 5 as examples which give a flavour :-

- 30/05/05 – **Portsmouth Road at Junction with Thompsons Lane** – Vehicle 3 (car) travelling east along Portsmouth Rod. Vehicle 2 (car) facing west on Portsmouth Road **waiting to turn north into Thompsons Lane**. Vehicle 1 (car) travelling west along Portsmouth Road collides with rear of vehicle 2, shunting it into the path of vehicle 3, **causing them to collide head on**.
- 12/10/05 – **Hurst Lane at Junction with Thompsons Lane** – Vehicle 1 (Landrover towing trailer) travelling along Hurst Lane towards Vehicle 2 (Ford) which collided with front offside of trailer being towed by Vehicle 1.
- 23/11/05 – **Whaddon Lane** – Vehicle 1 (car) travelling south on Whaddon Lane, **loses control on a right hand bend and hits a bank and overturns**.
- 16/02/05 – **Portsmouth Road at Junction with Thompsons Lane** - Vehicle 2 (car) travelling east along Portsmouth Road. Vehicle 1 (car) **facing south on Thompsons Lane waiting at junction attempts to turn east**

onto Portsmouth Road and collides with rear nearside of vehicle 2, causing it to skid, leave carriageway to nearside, crash through fence and roll into field

- 10/10/06 – **Hurst Lane** – Vehicle 1 (car) travelling north on Hurst Lane, misjudged the right hand bend (at this site), resulting in him colliding with the hedgerow on the right.

Moving to the present day, Owslebury Parish Council has recently received the accident report from Hampshire Highways concerning the stretch of the Portsmouth Road between and just east and west of Thompsons and Hurst Lanes. THIRTEEN WITH INJURY ACCIDENTS over the last FIVE years. Hampshire Highways as a consequence are seeking to reduce the speed limit from 60mph to 50mph which we all hope will reduce the accident record. This is a proven dangerous stretch of road. B8 use at this site can only add to the danger by potentially increasing the number of vans and industrial vehicles entering and exiting from these two road junctions. I attach a letter from Hampshire Highways and a map illustrating the location and severity of these accidents.

At the junction itself where the Grainstore is sited accidents continue at regular intervals. A couple of recent examples: -

- About two years ago a car driving down Whaddon Lane, turning right into Thompsons Lane, was hit by a car driving up Hurst Lane, bearing right into Whaddon Lane.
- A few months ago a car driving up Hurst Lane failed to make the right hand bend into Whaddon Lane, left the road and ended upside-down in the field opposite.

Whilst the Parish Council doesn't hold an accident report for the junction in more recent years, this could be requested from Hampshire Constabulary and will we are sure demonstrate the number of similar accidents to the above over the interim years. The main reasons relate to: -

- Traffic seeking to exit onto the Portsmouth Road from Hurst Lane or Thompsons Lane – misjudging the speed of traffic along the Portsmouth Road
- Traffic driving too fast on the Portsmouth Road, driving into traffic waiting to turn into Hurst Lane.
- Traffic driving too fast up Hurst Lane, or too fast down Whaddon Lane, unable to hold the road at the bends and unable to stop in the path of oncoming vehicles.
- Traffic turning right into Thompsons Lane from Whaddon Lane, being hit by traffic driving bearing right into Whaddon Lane from Hurst Lane.
- Traffic having nowhere to go in the face of HGV's in Thompsons Lane.

It is in consideration of all of the above that the Parish Council considers this agricultural site is not appropriate for the average user of properties with B8 agreement and therefore a change of use should not be agreed.