

Mr G R Dando,
Lyndhurst,
17, Meadow View,
Radstock,
BA3 3QT

19th December 2011

Mr G Chipp,
Strategic Director for Service Delivery,
Bath and North East Somerset Council,
Floor 1, South Block,
Riverside,
Temple Street,
Keynsham,
Bristol,
BS31 1LA

Dear Mr Chipp,

Response and objection regarding Radstock Regeneration and Highway Improvement Scheme

There are three areas on which I feel I must object and offer them for your consideration.

Point 1)

Is in relation to the change in direction of one way flow of traffic in Fortescue Road based on the grounds of health and safety. This will create danger in several ways.

Firstly the Puffin Crossing will be dangerously close to the proposed mini roundabouts for pedestrians and motorists.

Secondly large goods vehicles intending to travel towards Bath or Bristol will have to turn Left out of Fortescue Road onto the A367 facing in completely the wrong direction. This will encourage them, and possibly other vehicles, to U turn on the proposed new mini roundabout. This type of lay out is contrary to recommendations in Highway Agency Guidelines Ref DMRB 2007 Section TD 54/7 Pt 2 Chapter 2 Para 2.7 and 2.1 around road safety and feel this scheme is ill conceived and dangerous.

As this is a major road scheme I believe there should be an independent safety audit completed as a matter of urgency before further money is wasted.

Point 2)

Changes to car parking bays as a result of the NRR Scheme

The proposed building of 210 houses will seriously affect the availability of parking not only for the residents of these properties but also for other local residents. There are currently fifty parking bays at the Victoria Square car park which will be lost. Reducing the number of spaces will seriously

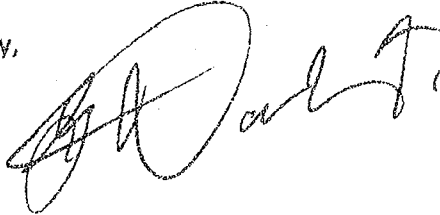
impact upon public access to facilities such as the Doctors Surgery, Royal Mail Delivery Office and other local businesses. Hardly an act of regeneration more an act of degeneration.

Point 3)

The proposal of two mini roundabouts as opposed to a single large one has been defended on cost benefits. The suggestion of £1.4 Million pounds is a figure I suggest is grossly inflated but even in relation to this exaggerated amount the cost of public safety can't be equated. Safety, instead of a primary consideration, is, on this plan, falling somewhere much further down the list.

I look forward to receiving your response.

Yours sincerely,



The Highway Agency has issued new guidelines for mini-roundabouts ref. Design Manual for Roads and Bridges (DMRB) August 2007, section TD54/07 Part 2, Chapter 2. This sets the standard for trunk roads but should also be relevant to the mini-roundabout at the junction of A367 and the Street because of the volume of traffic handled including more heavy goods now, because of weight restrictions on Cleveland Bridge, Bath.

Para 2.7 of the manual states the use of mini-roundabouts is not recommended at or near junctions where turns in or out of side roads are prohibited.

This is because drivers do not expect to see vehicles u-turning on mini-roundabouts. The exit from Fortescue Road is left turn only requiring Midsomer Norton and Bath bound vehicles to u-turn on the mini-roundabout. This is unsafe for road users as indicated in this manual B&NES maintains that there is no evidence that vibrations from vehicles cause structural damage to buildings. In this case, why are they restricting traffic over Pulteney Bridge and Cleveland Bridge and through traffic in front of the Royal Crescent, Bath etc?