

Bath & North East Somerset Council

DECISION MAKER:	Cllr Caroline Roberts, Cabinet Member for Transport	
DECISION DATE:	On or after 15th March 2014	EXECUTIVE FORWARD PLAN REFERENCE:
		E 2611
TITLE:	Radstock Town Centre Redevelopment Infrastructure Works	
WARD:	Radstock	
AN OPEN PUBLIC ITEM		
List of attachments to this report:		
Appendix 1 - Drawing No. TC8308/ H139 rev.C "Radstock Town Centre Redevelopment Infrastructure Works - General Arrangement".		
Appendix 2 - Stage 2 Road Safety Audit and corresponding Exceptions Report.		
Appendix 3 - "Informal Consultation" Summary Table		
Appendix 4 - TC8308 / TRO / 02 rev. B - "Traffic Regulation Orders Proposed to be Installed"		
Appendix 5 - "Formal Consultation" Summary Table		
Appendix 6 - Equality Impact Assessment / Equality Analysis		

1 THE ISSUE

- 1.1 The Radstock Town Centre redevelopment infrastructure works represent a combination of improvements to the existing road network in Norton Radstock and the provision of a new link road between the A362 Frome Road and The Street.
- 1.2 In addition to the road improvements, the scheme includes various measures to enhance provision for cyclists, pedestrians and public transport as shown on drawing no. TC8308/H139 rev.C "Radstock Town Centre Redevelopment Infrastructure Works – General Arrangement" (included as Appendix 1) as follows:
- Provision of new link road between the A362 Frome Road and The Street.
 - Provision of a new roundabout junction at the A362 Frome Road and the new link road.
 - New bus laybys on new and existing highways.
 - Junction improvements to Fortescue Road, The Street and Church Street.

- Conversion of The Street to two way traffic with provision of delivery and parking bays.
 - Reversal of traffic flow on Fortescue Road.
 - Provision of left only junction out of Fortescue Road.
 - Construction of new mini roundabout at Wells Road/ High Street/ The Street junction.
 - Provision of new puffin crossing to the High Street.
 - Provision of new zebra crossings on The Street and on the new link road.
- 1.3 The measures described above have been advertised as a series of Traffic Regulation Order's (TRO's), and various objections to the TRO's have been received.
- 1.4 This report sets out the various objections to the TRO's and responses to these objections. The report seeks approval to proceed with the sealing of the TRO's.

2 RECOMMENDATION

- 2.1 The Traffic Regulation Orders "(Various Roads, Radstock) (Prohibition and Restriction of Parking) (Authorised Parking Places) Order 201-", "(Various Road, Radstock) (Prohibition of Use by Vehicles of Over 7.5 Tonnes Maximum Gross Weight) (One-Way) (Prohibition of Right Hand Turn) Order 201-", "Construction of Road Hump (Raised Table) Frome Road, Radstock" and "Establishment and Alteration of Pedestrian Crossings – The Street, Unnamed Road (Eastern Extension of The Street) and Wells Road (A367), Radstock" should be approved.

3 RESOURCE IMPLICATIONS (FINANCE, PROPERTY, PEOPLE)

- 3.1 These TROs form part of the Norton Radstock Regeneration Infrastructure project, which has full approval to spend as part of the Council's capital programme. There are no additional cost implications as a result of this report.

4 STATUTORY CONSIDERATIONS AND BASIS FOR PROPOSAL

- 4.1 A proportionate Equalities Impact Assessment has been carried out. No discriminatory factors have been identified. The Equalities Impact Assessment is included as Appendix 6.

5 THE REPORT

- 5.1 The Radstock Town Centre redevelopment infrastructure works represent a combination of improvements to the existing road network in Norton Radstock and the provision of a new link road between the A362 Frome Road and The Street. A series of improvements for cyclists, pedestrians and public transport are included within the scheme, as shown on drawing no. TC8308/H139 rev.C. "Radstock Town Centre Redevelopment Infrastructure Works – General Arrangement" (see Appendix 1).
- 5.2 The highway infrastructure proposals were firstly advertised informally on 12th November 2013. Those consulted included the emergency services, statutory undertakers', Bath & North East Somerset Council Officers, a body representing small businesses, the Freight Transport Association, Ward Members and the Cabinet Portfolio holder for Transport.

Informal Consultation

- 5.3 In response to the informal consultation a number of requests for information were made from both a Ward Member and the Police. Those requests and their responses are set out in paragraphs 5.4 to 5.8 below.
- 5.4 **Comment** - A request was made for evidence from a Road Safety Audit to demonstrate the safety of the current highway layout (Appendix 3, ref. EJ).

Response – The Stage 2 (Detail Design) Road Safety Audit was carried out by Jubb Consulting Engineers Ltd and is dated 6th December 2013. It is included as Appendix 2 within this report.

An Exceptions Report by the Design & Projects Group, Bath & North East Somerset Council dated February 2014 has been carried out into the recommendations made by the Road Safety Audit. All of the recommendations have been met. The Exceptions Report is included as Appendix 2 within this report.

- 5.5 **Comment** - A request was made for a Traffic Regulation Order to restrict axle weights in front of Victoria Hall (Appendix 3, ref. EJ).

Response – A Traffic Regulation Order has been advertised to limit traffic to 7.5 Tonnes (except for access) on the new link road that runs in front of Victoria Hall

- 5.6 **Comment** - A request was made to identify the number of disabled parking spaces included within the highway proposals, and where they would be located (Appendix 3, ref. EJ).

Response – One Advisory Disabled bay is provided in The Street.

- 5.7 **Comment** - The Avon and Somerset Constabulary requested that they be provided with the rationale behind the introduction of the prohibition of movement orders, raised table and pedestrian crossings proposed as part of the redevelopment (Appendix 3, ref. Police).

Response – Avon and Somerset Constabulary were provided with the Statements of Reasons for each of the various Orders as part of the formal consultation.

5.8 The above issues are summarised in the “Informal Consultation” table included as Appendix 3.

Formal Consultation

5.9 The formal consultation commenced on 10th December 2013 with all affected parties being informed of the advertisement of the Traffic Regulation Orders set out in paragraph 5.10 below.

Those consulted by e-mail included the emergency services, statutory undertakers, Bath & North East Somerset Council Officers, a body representing small businesses, the Freight Transport Association, Ward Members and the Cabinet Portfolio holder for Transport.

Notices were also advertised in the local press and erected on all affected roads and locations of specific interest for a 28 day period to ensure that affected stakeholders and the public had the opportunity to take part in the formal consultation into the proposed Traffic Regulation Orders.

The consultation period formally ended on 7th January 2014, but responses received after this date have been included within this report.

5.10 Traffic Regulation Orders were advertised for the following:

- Prohibitions and Restrictions on waiting (including “No Waiting At Any Time”, “Limited waiting (30 minutes - 8am to 6pm Monday to Saturday)” and “No Waiting (8am to 6pm, Monday to Saturday)”.
- The Installation of Zebra Crossings on The Street and the new link road.
- The installation of a pedestrian crossing on Wells Road, Radstock.
- The installation of a raised table on Frome Road, Radstock.
- To make Fortescue Road one-way, heading from south to north.
- To ban right turn manoeuvres out of Fortescue Road onto Wells Road, Radstock.
- To install a 7.5 Tonne weight limit along the new length of road between Fortescue Road and Frome Road, Radstock.

The above Traffic Regulation Orders are shown on drawing no. TC8308/ TRO/ 02 rev.B “Traffic Regulation Orders Proposed to be Installed”, included as Appendix 4.

5.11 A number of comments and objections were received in response to the advertised Traffic Regulation Orders.

Responses to the comments received are set out in Appendix 5 in the Formal Consultation summary table.

Responses to the objections received are set out in detail in paragraphs 5.12 to 5.14 below, and are summarised in Appendix 5 in the Formal Consultation summary table.

5.12 The following objections were made by a member of the public (Appendix 5, ref. EB):

- **Objection** - That the existing Frome Road layout serves Radstock town well, and that the new link road would bypass the centre of the town and the main pedestrian area.

Response – The existing Frome Road requires traffic to turn back onto itself to gain access to the town centre.

The new link road will provide direct access to both Fortescue Road and The Street.

- **Objection** - The creation of the new link road will cause congestion on The Street and will make it harder for people, especially the elderly, to cross the roads.

Response – The traffic modelling undertaken into the highway infrastructure proposals demonstrates that the scheme reduces congestion in the Radstock area.

Zebra crossings will also be provided on The Street and on the new link road to assist the public cross the road.

- **Objection** - The decision to revert the flow from “north to south” to “south to north” on Fortescue Road will adversely affect businesses as no-one will be able to park outside the shops.

Response – The reversal of flow on Fortescue Road will still allow access to Fortescue Road.

Limited waiting parking is provided for approximately 7 vehicles in front of the shops on Fortescue Road. Single yellow line restrictions will provide for evening and night-time parking in Fortescue Road for approximately 3 vehicles.

- **Objection** – That the new highway layout will increase journey times for the Royal Mail vans, which in turn will increase congestion.

Response – Traffic modelling has indicated that congestion in Radstock will decrease as a result of the highway proposals. All movements can be made by the Royal Mail vehicles.

5.13 The following objections were made by a Ward Member (Appendix 5, ref. Cllr E J):

- **Objection** – That fifty car parking spaces would be lost as part of the scheme, and that this situation is exacerbated by parking required for the Susan Hill School of Dance and funerals/ wakes.

- **Response** – Parking was on private land that now forms part of the development. The issues surrounding parking provision were addressed as part of the planning process.

- **Objection** – That loss of parking could impact on the Radstock Museum.
- **Response** – The issues surrounding parking provision were addressed as part of the planning process.
- **Objection** – That the proposals raise questions about the safety of sight impaired people.
- **Response** – A puffin crossing is being relocated in The Street, the existing pelican crossing on Frome Road is being retained and zebra crossings are being provided on The Street and on the new link road, with all these controlled crossings being provided with tactile paving.

A number of other non-controlled crossings are being provided, all with tactile paving.

The sight- impaired are therefore being provided for, and the Road Safety Audit has not raised any issues with regard to the partially sighted.

- **Objection** – That lorries would amend their routes to avoid the speed table on Frome Road thus travelling along unsuitable routes.
- **Response** – The routing for lorries will be controlled by the proposed 7.5 Tonne weight limit Traffic Regulation Order and appropriate signing within the scheme.

5.14 The following objections were made by the Radstock Action Group (Appendix 5, ref. RAG):

- **Objection** – That there is no “safety” reason for reversing the one way traffic flow on Fortescue Road.

Response – There is inadequate visibility at the junction of Fortescue Road and The Street for the existing direction of traffic flow to be maintained.

- **Objection** – That the requirement for northbound vehicles exiting Fortescue Road to have to undertake a u-turn at the Wells Road/ The Street roundabout does not accord with the Statement of Reasons.

Response – The close proximity of the Fortescue Road junction to the existing double mini roundabout immediately to the north of Fortescue Road is unlikely to provide adequate road space for vehicles to make a right turn.

There would also be a potential for traffic turning right out of Fortescue Road to block southbound vehicles exiting the double mini roundabout.

The u-turn manoeuvre on the roundabout is a straight forward manoeuvre that vehicles of all sizes will be able to make.

The Stage 2 Road Safety Audit did not question the need for the prevention of the right turn from Fortescue Road.

- **Objection** – That the Statements of Reasons for the Traffic Regulation Orders refer to a proposal that has yet to obtain any planning permission.

Response – In January 2014 the Bath & North East Somerset Council Development Control Committee resolved to grant consent to the development subject to a Section 106 Agreement. This has now been agreed allowing the planning permission to be issued.

- **Objection** – That the proposed pedestrian crossings will increase congestion and hence air pollution in the town centre.

Response – Traffic modelling has indicated that congestion in Radstock will decrease as a result of the highway proposals which should help air quality. The provision of the pedestrian facilities is a key requirement for the scheme.

- **Objection** – That the proposed weight limit for the new link road will not be enforced, encouraging vehicles to cut through the town centre.

Response – Council Officers will liaise with the Police on enforcement of the TRO. The routing of vehicles will be controlled by the proposed 7.5 Tonne weight limit Traffic Regulation Order and appropriate signing within the scheme.

- **Objection** – The proposed raised platform in Frome Road will merely cause nuisance to those using Frome Road.

Response – The raised platform in Frome Road has been provided to maintain 20mph traffic speeds along this length of Frome Road.

Objections to the Temporary Traffic Regulation Order for the subway closure

5.15 A Temporary Traffic Regulation Order for the closure of the subway that provides the existing pedestrian route between Fortescue Road and the A362 Frome Road has been advertised and objections received.

5.16 Although there is no provision to object to a Temporary Traffic Regulation Order, a town councillor has made objections, supported by a Ward Member.

The objections relate to planning permission and the use of open space, neither of which are highway issues.

6 RATIONALE

6.1 In accordance with Section 1 of the Road Traffic Regulations Act 1984, the proposals are designed to 'facilitate the passage on the road of any class of traffic and pedestrian', and to 'avoid danger to persons or other traffic using the road or to prevent the likelihood of any such danger arising'.

7 OTHER OPTIONS CONSIDERED

7.1 A previous proposal was originally suggested in 2011. This went through to the full consultation on-site and in the local press, but was later amended to the current proposal on the basis of traffic modelling.

8 CONSULTATION

- 8.1 Cabinet Members; Parish Council; Town Council; Overview & Scrutiny Panel; Staff; Other B&NES Services; Local Residents; Community Interest Groups.
- 8.2 Consultation was carried out by e-mailing internal and external contacts. Notices were also advertised in the local press and erected on all affected roads and locations of specific interest for a 28 day period. All affected people had the opportunity to participate in the consultation process, and to make their opinions known.
- 8.3 The public consultation period was extended from the statutory 21 to 28 days due to it coinciding with the Christmas holidays.

9 RISK MANAGEMENT

- 9.1 A risk assessment related to the issue and recommendations has been undertaken, in compliance with the Council's decision making risk management guidance.

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Background papers	
Please contact the report author if you need to access this report in an alternative format	