

## OBJECTIONS TO TURNING MOVEMENTS, HATFIELD ROAD (EAST);

CORRESPONDENT CONTACT

DATE  
RECEIVED

COMMENTS

PETITION AGAINST (Not a valid petition as there are no signatures on the petition). From residents of 15 properties (No's 114-243) on Wellsway. Petitioners are also outside the area affected by the TRO proposals.

### OBJECTIONS

1. We object to the proposed turning restrictions as they have no clear safety advantages, will not aid traffic flow but will simply cause unnecessary hardship to local residents.
2. Following the shortening of the bus lane to 85 metres from the Hatfield Road junction there does not appear to be any new safety problems that would require the above proposed alterations.
3. As residents we know that the junctions here do not cause any significant delays to traffic on the A367 as all the congestion here is almost entirely a result of the Bear Flat pedestrian crossing.
4. Hatfield Road east is narrow but copes with the traffic that use it to access residences and schools in the area, and closing this junction will result in the junction with Wellsway and Old Wells Road to be used more frequently. Old Wells Road is already congested due to parked vehicles it will result in more congestion on the A367 not less. To move traffic from one congested area to another that already has its own congestion and accidents makes little sense.
5. Not applicable to this report.
6. Not applicable to this report.
7. Not applicable to this report.

8. Not applicable to this report.
9. Not applicable to this report.
10. We request that the flow of traffic should remain unchanged at the Hatfield Road/Wellsway junctions and that any safety issues should be addressed by the Council by improving the junction layout and signage.

**RESPONSE;**

- 1+2. The proposed alterations at the Hatfield Road junction are considered necessary to improve safety for all road users, the narrowing of Hatfield Road (west), introducing a Pelican crossing, turning bans and waiting restrictions are all proposed to achieve this. The safety measure at Hatfield Road West is to be provided to improve safety for pedestrians and to protect drivers waiting to proceed onto Wellsway.
3. These alterations and the implementation of a bus lane are to improve bus travel times on Wellsway above those being achieved at present. Traffic on Wellsway is slow moving due to the volume of traffic, the Bear Flat pedestrian crossing has had no significant change in traffic congestion on this road.
4. Hatfield Road (east) causes congestion on Wellsway because of the difficulty for vehicles to enter Hatfield Road (east), the alternative route Entry Hill is a less complicated turning manoeuvre that will cause less congestion on Wellsway. The Council is committed to reducing rat running using Hatfield Road East and the scheme proposals should make rat running less attractive.
10. Proposals for the Wellsway/Hatfield Road junction do revise the road layout and the way that traffic will pass through it, revisions to road signing is integral to the junction alterations.

## **OBJECTIONS**

Turning bans at the junction of Hatfield Road will force traffic into the City.

## **RESPONSE;**

The proposed turning ban at Hatfield Road will move some traffic a distance of approximately 100 metres to the next junction where their turn will be possible, there is no reason that they should travel to the City if they need to turn off Wellsway.

## **OBJECTION**

My wife and I are objecting to this proposal.

## **RESPONSE;**

No actual objection points were mentioned.

## **OBJECTIONS**

Junction alterations will slow all traffic and impede exit and entry to Hatfield Road during the peak traffic periods and cause safety issues.

Congestion is only present during the morning peak period.

Losing parking for residents of Wellsway will result in additional parking on surrounding roads.

Object to the left turn ban into Hatfield West as the bus lane stops short of the junction and the turning ban is unnecessary. There is no merit to reorganising this four way junction and add a 120 metre Bus Lane, it is unnecessary and a waste of money.

Could Bus and parking restrictions be during peak hours only to allow parking at other times?

## **RESPONSE;**

The proposed alterations at the Hatfield Road junction are considered necessary to improve safety for all road users, the narrowing of Hatfield Road west, introducing a Pelican crossing, turning bans and waiting restrictions are all proposed to achieve this

This section of Bus lane is part of the general bus lane strategy for Bath to improve service times and reliability at all times of the day and any improvement gained helps toward this target.

The proposed parking restrictions were consulted with residents over the past two years during the informal consultation period, there were no issues raised regarding the likelihood of insufficient parking for residents.

The proposed alterations at the Hatfield Road junction are considered necessary to improve pedestrian safety in particular school children, along with the introduction of a Pelican Crossing safety at this junction should be improved.

To make the bus lane and parking restrictions part time would be impractical and would require an excessive amount of enforcement to ensure compliance with the restrictions.