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**Submission to Bath and North East Somerset Council regarding the Traffic Orders: Ref: PEV7572/AC; Ref: PEV7571/AC; Ref: PEV7570/AC; Ref: PEV7569/AC**

**Introduction**

1. Each of the individual Traffic orders will be considered separately. However, it is important to note that in their totality, the four different sets of orders constitute a package of proposals which combine to produce an unacceptable environment for pedestrians and drivers.
2. Pedestrians going shopping, visiting the doctor's surgery, going to school, the library, the Victoria Hall, the Working Men's Club, the Museum or simply visiting the town centre will all be subjected to a noisy, polluted environment which will be dangerous to their health and well-being.
3. Drivers coming into the town to the shops and the other town centre amenities will find themselves in traffic queues caused by the new road layout and exacerbated by the impact of these traffic orders.
4. This will have inevitable consequences. They will be deterred from visiting Radstock and go elsewhere for shops, to meet friends and to enjoy leisure activities.
5. Shop trade will suffer and staff will have to be dismissed even when the business manages to stay open.
6. Emergency vehicles will be prevented from getting to their destinations quickly and then, in the case of ambulances, transporting patients to hospital.

Radstock has many industrial estate which require road routes to and from individual company sites. With travel times increasing and gridlock an inevitability, companies may well decide to relocate to less

inconvenient sites, thus leading to job losses and further economic decline for the town.

7. The outstanding architecture of The Street, Fortescue Road and the Victoria Hall, built before motorized transport became an intense threat to town centres, will be unable to withstand the traffic pollution, whether air or vibration, and will be structurally compromised.
8. But the impact will not only be felt by those seeking to visit Radstock and use its amenities. Through traffic will find itself held up in log jams created by an ill-thought out mixture of traffic lights, roundabouts, right turn prohibitions and parking restrictions. The result will be that drivers will seek out alternative routes/rat runs which will bring unnecessary weight of traffic and congestion to surrounding communities.
9. Finally, we are unable to match the *Indicative plan of new road layout* (BANES) and the two plans accompanying the Road Traffic Orders. There are many omissions and a general lack of detail. For example, the service road exit (The Street) from the shops in the town centre, is not marked; traffic lights are not shown; exit routes from the proposed housing development Sites 1 and 2 are absent.

### **Frome Road, Radstock (Bus Lane) Order 201 Ref: PEV7572/AC**

To establish a bus lane in that length of Frome Road, Radstock which extends from its junction with County Bridge for 20 metres.

1. This section of road will only be open to buses and bikes and it is, therefore, unclear what the purpose of the bus lane/gate is.
2. The introduction of this bus lane will lead to intensified congestion when more than one bus is present and as exiting buses try to enter traffic flow which will already be highly congested due to other traffic arrangements and in close proximity to the new roundabout replacing the two current ones. This is a very real probability as timetables often lead to at least three buses being in the town centre at any one time; schedules will be even more disrupted than they are at present; journey times will increase.
3. Buses going towards Bath exiting Frome Road will be crossing traffic approaching the roundabout and exiting from it, as the exit from Frome Road is very close to the proposed new roundabout. As this roundabout will be instrumental in causing traffic congestion, the Bath bound buses will be trying to work across vehicles which will often be

at a standstill.

**Wells Road (A367) Radstock Alteration to Pedestrian Crossing  
Ref: PEV7571/AC**

The alteration of the pedestrian crossing on Wells Road (A367) Radstock, by relocating the current crossing to the position as specified in the schedule to this notice. Wells Road (A367), Radstock. Approximately 40 metres south of the extended southern kerblines of Somervale Road

1. Traffic exiting Fortescue Road, very close to the crossing, will be heavy as it will all have to turn left
2. The road between Automania and the Frome Road exit will become a series of stop-start obstacles including two roundabouts, two road exits, and, under this Traffic Order a pedestrian crossing, all in the space of about a maximum of 200m.
3. Traffic from Fortescue Road wishing to go to Bath or down Somervale Road will all use this crossing twice, once to get to the roundabout at the end of The Street and then, having negotiated that, returning in the opposite direction towards Bath/Somervale Road.
4. Pedestrian traffic to and from RADCO will be seriously disrupted – the timing on the pedestrian lights is already weighted in favour of road traffic, people will be tempted to cross when lights are against them and when traffic is at an inevitable standstill, caused by the reorganization of the roads, leading to possible accidents from bikes, motor bikes etc. coming down the inside/outside of larger traffic.
5. Everyone waiting to cross the road will be subjected to the exhaust fumes of traffic being emitted at low heights from the ground and thus particularly dangerous to children, those using buggies and wheelchairs.
6. Tailbacks from both new roundabouts will also have to stop at the pedestrian lights, if the traffic is moving, leading to frustration and stress – always dangerous for drivers and pedestrians alike.

**(Various Roads, Radstock) (One Way Traffic) (Prohibition of Right Hand Turn) Order 201 Ref: PEV7570/AC**

To vary traffic circulation in the Fortescue Road area of Radstock.

The restrictions will:

- (i) remove the one way restriction in The Street;
- (ii) reverse the one way restriction in Fortescue Road;
- (iii) introduce a one way restriction in part of Frome Road; and
- (iv) introduce a prohibition of right hand turn from Church Street into

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Victoria Square and from Fortescue Road into A367 Wells Road.

1. Two way traffic in The Street will increase health and safety hazards to pedestrians, cyclists and road users alike
2. The Street measures roughly 8m across (not including pavements). Maximum widths for goods vehicles, trailers etc is currently 2.75m – put two of these side by side going in opposite directions, plus proposed parking area and it quite simply will not fit. As in Church Street traffic will have to wait for a space in vehicles coming from the opposite direction
3. Two way traffic will mean people, including the elderly, disabled and young will face very difficult conditions when wishing to cross the road – as they will want to do. There is no crossing proposed but there appears to be a refuge marked. Delivery vehicles entering and exiting the Working Men’s Club will have difficulty avoiding this, if it is indeed a refuge. Pedestrians will not relish the prospect of standing on a refuge with eight axle lorries and all other traffic passing in two different directions and emitting exhaust fumes.
4. Two way traffic involves all traffic from Wells direction to Haydon and Frome turning right into the Street, immediately causing a hazard as the camber/slope of the road at the base of this very steep hill makes turning difficult especially for heavy vehicles; this will be problematic in all conditions but in rain or icy conditions, it is certainly going to cause very serious danger to the drivers themselves, pedestrians and the buildings there, in particular the Automania building.
5. All traffic going from Haydon to Frome will go down The Street and then have to return after a 180° full circle turn round the new roundabout at the end of The Street – this will prove very difficult, if not impossible for eight axle vehicles
6. Two way traffic will destroy the buildings which make up The Street. These buildings (in the conservation area) are beautiful examples of late Victorian architecture not built to withstand the vibration and air pollution from two way heavy traffic
7. Reversing the traffic in Fortescue Road and the ensuing obligatory left turn into The Street (opposite RADCO) will lead to total congestion. Traffic for all directions, particularly local traffic to, for example, Clandown, Coombend, Tynning, Whitelands, Waterloo Road, Bath Old Road, Bristol Road, will be exiting Fortescue Road and having to turn left (prior to going round the roundabout at the Street and then back) and will likely immediately get jammed by congestion caused by the new pedestrian crossing and the new roundabout at the bottom of Wells Road. The same will apply to traffic for Frome, Wells, Welton,

Bath.

8. Fortescue Road will rapidly become blocked, deterring customers from shopping there as the parking arrangements will be difficult, there will be long waits to get out of them, because of the exit chaos at the end of the Street. For example people on the way to work now regularly go to the bakers to pick up their lunch – they will not want to continue doing this if they encounter serious delays
9. Frome Road becoming one-way at the County Bridge end serves only the buses when it is a perfectly serviceable road at present
10. The prohibition of right turns has the simple effect of driving maximum amounts of traffic into already congested streets

### **Various Roads, Radstock (Prohibition of Waiting) (Authorised Parking Places) order 201 Ref: PEV7569/AC**

To vary waiting restrictions and limited waiting in lengths of road in Radstock. The affected roads are Fortescue Road, A362 Frome Road, The Street, Victoria Square and Un-named Road to south of junction between A362 Frome Road and Victoria Square.

1. This appears to be a sop to widely expressed concerns about parking but it will not solve the problems. The creation of 2 hour maximum parking slots where there have previously been 30 minute maximum slots will encourage long- stay and prevent a rapid movement of people in and out of the parking areas. This will not help traders who are dependent on passing trade if others are there for two hours.
2. The proposals reveal that there is insufficient parking in the Town and that matters will be worse with current proposals
3. These parking arrangements constitute a loss of on street parking spaces (may be as many as 22) plus the loss of the Victoria Hall car park and is unacceptable
4. People with children, wheelchair users, and the general public will, if they find parking, have to proceed from greater distances, residential streets will become filled with casual parkers.

### **Conclusions**

1. This set of Traffic Orders amounts to a 'system' of changes which will not work; it will exacerbate traffic problems, lead to gridlock, pose a major health and safety threat to everyone in Radstock and the destruction of the town centre. Additionally it will encourage the development of rat runs as through traffic seeks to find ways of avoiding even coming into the chaotic road conditions that are

inevitable.

2. It is obvious that the proposals have been drawn up without any reference to those who know Radstock, either because they live in, work in or visit it to enjoy its amenities.
3. The economic regeneration of the town is dependent on more people, more businesses, better transport links – the effect of the proposals will achieve the exact opposite.

It is essential that the Traffic Orders are withdrawn immediately and that the planners and decision makers start listening to those who know how Radstock works – the residents, traders and many visitors.

Submitted by Radstock Action Group  
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