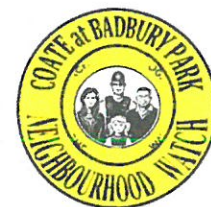




Badbury Park Residents Group

The Badbury Park Residents' Group Aims and Objectives are confined to independently representing the Residents on Badbury Park.



Please visit our Website at bprgroup.btck.co.uk

Your voice in the Community

SBC drop in session Great western Hospital 7th March 2018 5-7pm

COATE AT BADBURY PARK RESIDENTS GROUP

1. Biddestone Avenue does not appear to comply with the guidance given in Manual For Streets or the SBC Design Code in respect of its type of road classification. With safety in mind the following questions are respectfully put to SBC for full and detailed clarification.

2. We respectfully request that a detailed response is given with reference to relevant documentation where appropriate.

a. Biddestone Avenue is classed as an "Avenue" with reference to Manual For Streets under the SBC Design Code. It was designated as a secondary route for traffic in the Design Code submitted by the developers and is therefore narrower than the primary route at 5.5M wide. Given that the majority of housing on the site is between Biddestone Avenue where it meets Homington Avenue and the southern end of the estate, what is proposed to ensure that traffic travelling towards Swindon Centre uses the primary route (Homington Avenue 6.0M wide) to the Marlborough Road and not Biddestone Avenue. What is proposed to ensure that commercial traffic from the business park does not use Biddestone Avenue.

b. At present highway signs on the Marlborough Road direct traffic from Swindon Centre down Biddestone Avenue to "Badbury Park ". All traffic should be directed down the primary route Homington Avenue with no direct signage through Biddestone Avenue.

c. The geometry of the road, which has basically one major bend and good visibility results in the speed of traffic presently being well in excess of the 20mph design speed. When will it be appropriate to carry out a safety audit (volume and speed) of the actual traffic using Biddestone Avenue. It is noted that Biddestone Avenue is a direct route for children to cross the road to use the footpath to Coate Water.

d. The developers have raised a retrospective planning application for the siting of bus shelters in Biddestone Avenue on 21st February 2018 in respect of the 6 shelters erected over a year ago. Despite various questions put to Councillor Foley, Dave Weston, Nigel Hale, and Nicola Smith over several months about the suitability of the road for buses no answers have been given. The road at 5.5M wide is below the minimum guidance of 6M for buses in Manual For Streets, a document readily referred to in both SBC and the developers Design Codes.

i) Why were bus stops not included in the original design of the road in accordance with Manual For Streets and the SBC Design Code?

ii) What documentary evidence, including a safety audit, is there that bus stop locations were included in the original planning process?

iii) When the developers applied for planning permission for the "Avenue" why was the lack of provision for bus stops and laybys not questioned, as the first drawing for proposed bus stops was April 2014.

vi) I refer to emails from Bob Turner Acting Service Manager for Transport Development, that bus stops on a bend would create a highway safety problem and from Gerry Prodohl saying that "two of the stops are in unacceptable positions", what has changed?

v) The question is not where bus stops should be sited but is the Biddestone Avenue safe and suitable to carry buses?

3. Please direct the reply to Coate At Badbury Park Residents Group Coordinator
bprgroup@mymaillist.co.uk

Brian Robinson
Coate at Badbury Park Residents Working Group Member