

Statement to Bath & North East Somerset Cabinet, 11th January 2012
Regarding Norton Radstock TRO's

I will consider just a few points as I am sure there are other members of the public here tonight who will be looking at others and in more detail.

- There are no statistics on how much traffic will be using the new Link Road and The Street, but it is obvious there will be considerably more than at present, all travelling past the Victoria Hall which is part of a Conservation Area.
- On Friday 6th January at 8:30 p.m there were 4 buses stopped in The Street. We must expect this situation to be repeated earlier in the day when there is more traffic and less space in the Link Road. Yet another cause of traffic jams.
- How will the 7.5 tonne weight limit be enforced? What chance is there that it will be as rigorous as the bus-gate in Bath?
- The traffic statistics presented for the Consultation were at best an estimate of usage in the future, using the current layout and that proposed. There was no attempt to remove some of the unknowns by using current volumes and then modelling the flows. No attempt was made to differentiate between HGV's and private vehicles.
- Radstock needs access to the benefits of easy access to the national (and international) rail network. The road is likely to adversely affect this, but now is the time for this Authority to establish its support for a railway in principle by ensuring that roads and future Planning Applications do not adversely affect this.
- One of the stated objectives of the road is to "aid regeneration". Tourism is an essential part of any economy, so it needs to be encouraged. A typical example of course is Bath which aims to attract visitors from all over the world and without them would be considerably poorer. It is therefore surprising that this Authority is content to spoil that opportunity for

Radstock by re-directing so much traffic through the town centre and reducing parking places.

- Finally, we have seen a typical example of “project creep”. Initially, the road was part of the whole NRR development project: then it became “to support regeneration” and finally “to improve traffic flow” was included. A Project Manager is fully aware that such changes always cost: a much larger project, the NHS aim of unifying patient records ran many times over budget largely due to “moving the goal-posts”. Fortunately, that project was cancelled!

For the reasons above and the fact that no quantifiable benefits have been published, I ask that this project is also cancelled.

Thank you for time.

George Bailey