

## STATEMENT TO CABINET 10<sup>th</sup> August 2011

Within the Bath Transport Package there are the talked-about provisions, such as real-time displays. I hope it has not been forgotten that cuts were proposed to be effective from April 2012 and still appear to be in place. It seems ironic that expansion is proposed simultaneously with reduction.

- The brave decision was taken to allocate funds to the Business Case for the Frome – Radstock branch, but a study in this year in itself is insufficient. The appropriate provisions for signalling etc. on the main line must also be included in the next tranche of redevelopment by Network Rail: without this, we may have to wait 20 years for another attempt, if then. Therefore, considerable lobbying will be needed to include this with the major upgrades of routes in the West.
- Another primary concern now is that the so-called ‘showcase’ routes emanating from Bath down the A367 to Radstock and Wells or Midsomer Norton will suffer the inevitable delays at Radstock: then the real-time displays will be really useful! It is still totally unclear why there would be improved traffic flow around Radstock. I am sure that if the analysis of the survey of 2009 had been positive, we would have heard.
- Another worrying factor is that The Street will be carrying all the traffic it does now, plus the heavy traffic from the Frome Road. Currently, bus stops are in The Street, ensuring they travel slowly: in future they will be moving much faster while travelling away from the A367 to stop in the new link road. .
- This is a Conservation Area, but with all that vibration buildings will not last long. It has been said “when its gone, its gone”: that applies equally well to buildings as to green space.

One last thought: when there are claims on buildings insurance in perhaps 18 months after completion, who will those insurers sue, B&NES perhaps?

Thank you,

George Bailey