

**B&NES CABINET Meeting 14 September 2011  
Statement regarding TROs for Radstock  
Agenda (Item 16)**

Amanda Leon, Radstock Action Group

Last Saturday, Radstock got a taste of the future that will emerge if these TROs are implemented. Wessex Water, in the course of major works, introduced traffic lights into the town centre to control traffic flow at a number of points. The result? Buses from Peasedown to Radstock (less than 3 miles) were taking up to one hour, Drivers trying to get to the Working Men's Club to set up for a daytime event queued for long periods without progress; shops reported one of the worst days of trading ever. During the busiest time of the week, Radstock was deserted, and even at 3.30 in the afternoon, the traffic was still backing up to Clandown turn off with drivers performing risky three point turns simply to escape.

The TROs are a recipe for gridlock; once it has taken hold, no-one will come into Radstock, it will be deserted. Laying waste of our town in this way is not an option. We have yet to hear the economic and regenerative benefits which are claimed will follow from the adoption of the TROs.

I wish to concentrate on the inadequate Equality Impact Assessment.

3.2 states that 'Elements of this scheme have been designed to improve the freedom and mobility of disabled pedestrians in the area.'  
3.1 states that 'The introduction of these works ..... is based on improving safety for all road users by providing a safer environment for all.' This statement is cited in relation to all targeted groups and finally refers to Radstock as an urban, as opposed to a rural community. It is neither and has specific characteristics which should be properly addressed.

The question of disability has been reduced to reference to people with mobility issues. It is abundantly clear from the proposed TROs that the environment will be less rather than more accessible to them.

Those who suffer chronic chest conditions, and other 'physical and mental impairments' are not considered. However, the overcrowding, the additional air pollution, the increased traffic flows and ensuing difficulties for pedestrians trying to negotiate the traffic will inevitably lead to negative impacts for people with a wide range of impairments

and pose a threat to both the physical and mental well-being of Radstock residents, workers and visitors alike.

It is also clear that the scheme will have a differential and negative impact on the very young and the elderly, as they too will have additional issues in negotiating the traffic which will pose a particular danger to them.

Last week Cllrs Crossley and Beath suggested that they were listening. They clearly are not. Professional drivers, traffic engineers, traders are telling us and you that this scheme will not work. The people of Radstock are united against this road.

Cllr Crossley has repeatedly said that if there are no houses there will be no road. But the planning application renewal has yet to be heard. We regard the processes in use in the council as lacking in transparency, flouting consultation and public opinion. We urge you to throw out these ludicrous proposals.