

**Statement to Bath & North East Somerset Cabinet, 14th September 2011  
Regarding Norton Radstock TRO's**

I will deal with some items mentioned in the Report, Section 5.

1. Undoubtedly, local trade will be negatively affected. Technically, access to local shops will be retained but with fewer parking places in Fortescue Road and much greater traffic in The Street (see below). However, to use the shops in Fortescue Road drivers wishing to continue to Bath must perform a U-turn at the new roundabout.

2. Your traffic impact assessment claims that there will be no additional congestion in the vicinity of the town centre. This is difficult to understand: currently all East / West and West / East traffic uses the by pass of the double mini roundabout, but it is proposed to reroute all of this through The Street. Also, this Council is expected to authorize closing Cleveland Bridge in Bath to HGV's. Which route will be used? Yes, through Radstock! This cannot be in line with the stated priority of Building Communities where people feel safe and secure.

3. Councillor Paul Crossley announced on 7th September in Radstock that a right turn will now be permitted at the junction of Church Street and The Street. I would like confirmation of that comment.

4. You claim that the proposal will not produce significantly greater air pollution. Therefore, you admit that an increase is expected. How can this be permitted when the stated aim of this Council is to reduce pollution and encourage use of public transport?

6. I reproduce a statement from the report verbatim: "There is no evidence that vibrations from vehicles cause structural damage to buildings". If that is correct, why stop HGV's crossing Cleveland Bridge? If wrong, what will happen to the

Victoria Hall with all that traffic passing so close? At the junction mentioned in the original question vehicle would pass over the cellars, but Councillor Paul Crossley stated on 7th September in Radstock that the road would be narrowed outside Automania to ensure HGV's do not pass over the cellars: this would surely increase delays.

Other Matters:

The response in Section 5.2 strongly implies that this is the only way to provide access to the new development. This is simply wrong. A junction at Charlton's Corner would provide access to the site and be far cheaper. Moving / rebuilding the substation has not been properly investigated by the Officers (admitted on Weds 7th September): this would suggest that leaving all other roads in place would be a cheaper and safer option.

Since publication, there are at least two amendments ( Church Street right turn and permission for 'buses to turn right on leaving 'bus-gate). So that due consideration can now be given, I would like ask for updated versions to be made available in Radstock (not just Midsomer Norton), for local people.

Included in the papers for tonight is the traffic survey prepared for the Cleveland proposal. It appears a thorough analysis with "before and after". Why could this not have been attempted for Radstock?

Finally, the paper petition has reached virtually 1000 signature. Please accept it now.

Thank you