

My name is Duncan Hounsell. I have been arguing against the idea of a local Saltford bypass for many years. In the Conservative party leaflet "Saltford Matters – Transport Special" issued last year, Ward councillor Francine Haeberling writes "Conservatives will ensure that the possibility of a Saltford bypass is within the West of England's long term transport plans." A southern bypass hugging Saltford to the south is now included in the emerging West of England Partnership's Joint Spatial Plan and Transport Vision.

We know that the land south of the Broadmead roundabout, Keynsham, is earmarked for development as part of the Core Strategy and a planning application from MackTaggart and Mickel Homes for 250 dwellings is being processed. Adjacent land is safeguarded for future housing development. Next to that land there is the distributor gas pipeline that crosses the A4. All that means that any local Saltford bypass inevitably has to pass close to Grange Road and Copse Road. If the bypass idea is included in the Joint Spatial Plan that decision will produce "planning blight" for a generation in Grange Road, Montague Road, Manor Road and other roads even if the bypass is never eventually built .

As well as passing through green belt, a southern Saltford bypass would inevitably lead to housing infill including at Manor Road where local Conservatives opposed the recent Crest-Nicholson planning application which was eventually stopped only by the intervention of a Conservative secretary of state. Lack of passing trade will kill the businesses and shops on Bath Road in Saltford

The Greater Bristol Strategic Transport Study 2006 concluded that a Saltford bypass did not provide **strategic** benefits, would cost £90 million pounds in today's money, and create additional traffic in Bath. Yet here we are again. This time, the proposal goes with the idea of a Light Rapid Transport scheme (bus then tram) running along the Bath Road through Saltford. What is the point of that when it would run parallel to Brunel's wonderful railway and the awaited MetroWest half-hourly commuter trains? We have the X39 bus already. Instead, why not a tramway on the Midland Railway Path shared with the cyclists?

A Saltford bypass is nowhere near as popular as claimed by Cllr Haeberling and certainly not when a route is given. The independent and elected Saltford Parish Council has voted unanimously against this local bypass. B&NES traffic counts show that the volume of traffic on the A4 through Saltford is now 7% below the peak in 2002.

Cllr Charles Gerrish said that he had reservations about the proposals for Saltford at your last Cabinet meeting. Listen to him. Save green belt, save Saltford's thriving local economy, save Saltford. Go back to the officers. Take this bypass out of the draft Joint Spatial Plan and never let it return.

END