

**HIGHWAYS ENGLAND CUSTOMER CONTACT CENTRE  
CALL REFERENCE: 18891288**

**To:** A303SparkfordtollchesterDualling@ highwaysengland.co.uk **Also Advised:**

**Area** A303 Sparkford to Ilchester  
**Team:**

<b>Callers Details:</b> Sarah Bucks [REDACTED] [REDACTED] [REDACTED] [REDACTED] [REDACTED] Phone : [REDACTED] eMail: [REDACTED]	<b>Motorway/Trunk Road Details:</b> M/way,TR : A303 Junction : Nr. Town : Direction:
<b>Date and Time of Journey (if known):</b> 17 October 2018 16:30	<b>Call details last saved:</b> 17 October 2018 17:04
<b>Reply to Customer by:</b> Letter	(for CCC Use only)
<b>Comments/Remarks:</b> Original Call Details (ref: 18891244) ===== Caller asking about sending an email for the A303 Sparkford to Ilchester project.  I've advised to email to the info email address and I would pass the email on.  Closed awaiting email. DB 17-10-18 ==== Follow-up email details:-  Please find attached our representation. Please contact me if you have any queries on our representation.  Sarah Bucks --- From attached:  Attention: Elliott Hayes Acting Project Manager 2/07K Temple Quay House 2 the Square Temple Quay Bristol BS1 6HA 17th.October 2018  Dear Sirs, Re: representation from the South Somerset Bridleways Association to the consultation on the A303 Sparkford to Ilchester Dualling scheme. The South Somerset Bridleways Association would like to make the following comments on the proposed scheme: General A. It is important that the NMU routes should be available to all vulnerable road users, and as well as walkers, cyclists and equestrians, should also wherever possible include carriage drivers. Thus we would expect that the definitive status of new public rights of way to be restricted byway.  B. We would expect all new routes to be 'future proof' and build to accommodate the upgrades	

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and additions to the network currently in the DMMO application process.

C. Best value would be for all routes to be upgraded to restricted byway status where practical.

D. In accordance with BS 5709, the least restrictive option for limitations should be used.

E. Where possible, NMU routes are best positioned at a different level, preferably higher, than the level of the new carriageway. This reduces the noise and visibility of the vehicular traffic from the new public rights of way.

F. Where possible, and this should be with a new build, there should be separation of the motorised vehicular carriageways from the new public rights of way routes. Just a few metres and some vegetation makes an enormous difference to horse riders. As a minimum, there should be post and rail fencing. As stated in point E, vertical separation makes a valuable contribution to reducing the effect of noise and visibility on the NMU routes.

G. Diversions where crossing have been closed should be of a reasonable length; a 5 kilometre diversion makes a 10 kilometre round trip which is too long to be considered reasonable.

H. Where the level of traffic demands it, Pegasus crossings could be installed. There are two sites where this would be helpful.

I. That every opportunity be taken to dedicate NMU routes as these offer best value for public funds. Tracks which have been used as construction routes are often less suitable for agricultural use and make excellent NMU routes.

J. Land remaining after construction, which is not required for agricultural use, could make valuable parking for recreational users. The new network of NMU routes will attract cyclists and horse riders who may need to park near these routes. To eliminate the need to park in Sparkford or Podimore and unload horses in the street, there are two areas which could be dedicated as verges or laybys for this purpose. 1. The area between the Higher Farm Lane and the new drainage ponds on the north side of the east bound carriageway, and 2. The area at the dead end of the route up to the café from the Hazelgrove roundabout. Restrictions confining parking to daylight hours would prevent the use of these areas for overnight parking - which is already available at the Cartgate roundabout.

Site specific:

North of the eastbound carriageway:

1. Southern end of Eastmead Lane (AA on sheet 1 of 4). The provision for a new NMU route is a detour eastwards to the new crossing at Steart Hill and back along the surface roads into Podimore. This is over 5 kilometres, making a round trip of over 10 kilometres, and is considered too long. Although outside the area covered by the DCO scheme, it would be helpful if provision could also be made to connect up the bridleway (Y30/29) into Podimore across the vehicular bridge. This bridleway (Y30/29) was dedicated in the 1996 side roads order by the Highways Agency, the predecessor body to Highways England.

... continues.

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Fwd to A303 Sparkford to Ilchester team for response please.

Thank you.

DBemail 17-10-18

Please advise the CCC, quoting the Reference 18891288 when the call has been satisfactorily resolved by clicking on [this link](#).

David Bristol  
**Customer Operations**  
3 Ridgeway  
Quinton Business Park  
Birmingham  
B32 1AF  
GTN 6321 TBC

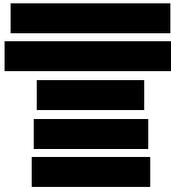
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FAX

Tel            0287

17 October 2018

South Somerset Bridleways Association



Attention: Elliott Hayes  
Acting Project Manager  
2/07K Temple Quay House  
2 the Square  
Temple Quay  
Bristol BS1 6HA

17<sup>th</sup>.October 2018

Dear Sirs,

**Re: representation from the South Somerset Bridleways Association to the consultation on the A303 Sparkford to Ilchester Dualling scheme.**

The South Somerset Bridleways Association would like to make the following comments on the proposed scheme:

General

- A. It is important that the NMU routes should be available to all vulnerable road users, and as well as walkers, cyclists and equestrians, should also wherever possible include carriage drivers. Thus we would expect that the definitive status of new public rights of way to be restricted byway.
- B. We would expect all new routes to be 'future proof' and build to accommodate the upgrades and additions to the network currently in the DMMO application process.
- C. Best value would be for all routes to be upgraded to restricted byway status where practical.
- D. In accordance with BS 5709, the least restrictive option for limitations should be used.
- E. Where possible, NMU routes are best positioned at a different level, preferably higher, than the level of the new carriageway. This reduces the noise and visibility of the vehicular traffic from the new public rights of way.
- F. Where possible, and this should be with a new build, there should be separation of the motorised vehicular carriageways from the new public rights of way routes. Just a few metres and some vegetation makes an enormous difference to horse riders. As a minimum, there should be post and rail fencing. As stated in point E, vertical separation makes a valuable contribution to reducing the effect of noise and visibility on the NMU routes.
- G. Diversions where crossing have been closed should be of a reasonable length; a 5 kilometre diversion makes a 10 kilometre round trip which is too long to be considered reasonable.

- H. Where the level of traffic demands it, Pegasus crossings could be installed. There are two sites where this would be helpful.
- I. That every opportunity be taken to dedicate NMU routes as these offer best value for public funds. Tracks which have been used as construction routes are often less suitable for agricultural use and make excellent NMU routes.
- J. Land remaining after construction, which is not required for agricultural use, could make valuable parking for recreational users. The new network of NMU routes will attract cyclists and horse riders who may need to park near these routes. To eliminate the need to park in Sparkford or Podimore and unload horses in the street, there are two areas which could be dedicated as verges or laybys for this purpose. 1. The area between the Higher Farm Lane and the new drainage ponds on the north side of the east bound carriageway, and 2. The area at the dead end of the route up to the café from the Hazelgrove roundabout. Restrictions confining parking to daylight hours would prevent the use of these areas for overnight parking – which is already available at the Cartgate roundabout.

Site specific:

North of the eastbound carriageway:

1. Southern end of Eastmead Lane (AA on sheet 1 of 4). The provision for a new NMU route is a detour eastwards to the new crossing at Steart Hill and back along the surface roads into Podimore. This is over 5 kilometres, making a round trip of over 10 kilometres, and is considered too long. Although outside the area covered by the DCO scheme, it would be helpful if provision could also be made to connect up the bridleway (Y30/29) into Podimore across the vehicular bridge. This bridleway (Y30/29) was dedicated in the 1996 side roads order by the Highways Agency, the predecessor body to Highways England.
2. Eastmead Lane is a bridleway in Podimore parish and which connects two restricted byways in West Camel and Charlton Mackrell. A DMMO application has been submitted to upgrade the whole length of Eastmead Lane to restricted byway status. Thus, any route connecting into Eastmead Lane within the DCO area should be restricted byway status. Likewise, if possible, any route detouring west from Eastmead Lane into Podimore.
3. Eastern end of Slate Lane (Y 27/20). This enters the local road with very poor sight lines. Consideration should be given to install some furniture here such as a chicane made of two short lengths of post and rail fencing, and this should be designed into the final DCO scheme. This would be the least restrictive option required by the BS 5709.
4. Continuation eastwards from Slate Lane. We note that HE own, and will use as a construction route, a track from this point (ST 5777 2559) eastwards to the stables at Camel Hill. The proposed route available for horse riders from the stables at Camel Hill to the restricted byway (Slate Lane) is 3.5 kilometres on vehicular roads. The alternative of using the construction track is 1 kilometre of off road route. Please could consideration be given to dedicating bridleway or restricted byway rights on this construction track, and connecting to the new local road, after the works have been completed.
5. New local road as an underpass to the northwest of the old Hazelgrove roundabout. Please could this be designed and built to a good specification, with separation of the NMU/restricted byway from the carriageway. It might also be helpful to have screening and post and rail fencing.

South of the westbound carriageway:

6. Hazelgrove roundabout. The wording 'footway and cycleway in verge' around the southern side of the roundabout in the original consultation document may have already been changed to show restricted byway status. The original plans show a 'footway and cycleway' track in the verge around the southern side of the roundabout, leaving horse riders and carriage drivers to mix with the vehicular traffic coming off the new A303 onto the roundabout. If this wording has not already been changed to show a bridleway or restricted byway in the verge, please could the track on the verge be upgraded to include all equestrians. Assuming the traffic on the NMU route around the south and western side of the roundabout will be 2 way, and there is no suggestion that horse riders and carriage drivers will be expected to use the tarmacked vehicular carriageway, could consideration be given to installing a post and rail fence to separate the vehicular route from the sections of NMU route as this will give a degree of comfort and security.

The crossing where the A359 joins the roundabout: The safest option is for horse riders and cyclists to cross this road (the northern section of the A359) is from one side to the other without waiting the small 'island' as a refuge – it is not big enough. This junction has poor sight lines; could consideration be given to clearing back some of the vegetation on the SE section of this verge, and also, if the sight lines cannot be sufficiently improved, installing a Pegasus crossing at this point.

7. The local road from AO to AP (sheet 2 of 4) is shown in the proposed plans with a footway in the southern verge and a new public right of way, presumably bridleway or restricted byway, along half of the northern/eastbound edge. This is a 1 kilometre length of a straight road is going slightly downhill and notorious for fast traffic. Please could consideration be given to dedicating bridleway or restricted byway rights along one of the verges.
8. Northern end of Plowage Lane (AT on inset E, sheet 2 of 4). Please could consideration be given to installing a Pegasus crossing at this point. There is a restricted byway just to the south of this point, and also the horse riders and cyclists using the old A303 will wish to join the new bridge from the new Steart Hill roundabout. These NMU will need to cross this road at point AT. Please could consideration be given for a Pegasus crossing at this point.
9. Camel Cross Link. An access track is planned to run westwards near to the westbound carriageway (track 4 and track 9). Could consideration be given to dedicating NMU rights along these tracks after the works have been completed, and extended to join the public road at ST 5526 2498. This would provide a safe off road route for all vulnerable road users into Podimore. If this was possible, consideration should also be given to providing a bridleway in the verge for the short section of road between the local road and the eastern end of track 4.

Sarah Bucks

Chair, South Somerset Bridleways Association