From:	[redacted]
To:	A303 Sparkford To Ilchester
Cc:	[redacted]
Subject:	Deadline 8 Submission on behalf of Mr B G Norman
Date:	10 June 2019 22:04:16
Attachments:	Queen Camel High St Traffic Audit Report 16 May 201910062019.pdf B G Norman Deadline 8 Submission (Part 1) 10 06 2019.pdf B G Norman deadline 8 Submission (Part 2) 10 06 2019.pdf

Dear Sir / Madam,

Please find attached a Deadline 8 Submission on behalf of Mr B G Norman which is in two parts with a third file containing a copy of 'Traffic Audit Report A359 High St, Queen Camel 16th May 2019'.

Would you please acknowledge receipt of this email as one of the files is rather large.

Many thanks.

Kind regards.

Les Stevens
Clerk to West Camel Parish Council

To: The Planning Inspectorate **From: Bryan G Norman (BSc. Est Man)**

Ref: SPIL – APP 001

Deadline 8 submission (part 2)

Replying to your letter 4 June requesting information relating to the vehicle numbers using the A 359.

In my deadline submission for DL2 I attached as PF1 the A359 traffic audit report dated 11 May 2017.

I now attach as PF2 the further report dated 16 May 2019. The tables therein show the hourly traffic movements in both directions. The surveys were conducted from the same location at Wren Cottage forecourt on High Street, Queen Camel. The north flow figures do not take account of any traffic joining from Queen Camel and Wales situated north of Wren Cottage (numbers should be small).

Comparison of the two years since 2017 shows an overall increase of 4.2%. The effect in the year 2028 (5 years after the road opening) means an increase to 8,580 movements per annum up from 7,133. This would increase the unnecessary extra travel at Hazlegrove Junction from 600,000 K p.a. to 740,000 K p.a. and CO2 to 190 tonnes and to 9127 movements by 2033 i.e. 820,000 p.a..

Importantly the two-hour peak of north flowing traffic has increased from 525 to 797 between surveys, a 10% increase and if continued at this rate will mean 837 by 2023 and to 1,170 by 2028. i.e. 585 per average peak hour and 740 by 2033.

The north A359 totals must be reduced by 35% for traffic turning west at the roundabout and taking the short-cut through to Sparkford High Street and then adding back for those leaving the service area and from the High Street that turn east (approximately 60 per hour) in order to find the total travelling west towards the east onslip junction.

Thus 740 minus 35% equals 480 plus 60 and plus 90 school equals 622. These will meet 120 from east off slip (a.m.) plus from school equals 240 in the opposite direction, or (p.m.) plus 180 from school plus 300 in opposite direction.

The 622 (a.m.) is 10.4 cars per minute meeting 4 a minute in the opposite direction. But at the p.m. afternoon peak it will be 10 a minute 90% of which must turn across the approaching 5 a minute in order to access the slip road.

Other surveys were conducted over a 1 to 2 hour period from 16.00 hours to ascertain the movements referred to above as follows:

1. The number leaving Sparkford Roundabout from the west about 100 per hour .i.e. the equivalent of using the east offslip (observed from point A)
2. The percentages turning left i.e. west at the roundabout (7.5/10%) (observed from point B)
3. The percentage turning through ---Terrace towards Sparkford 27.5% (observed from point C)
4. The percentage of 3 above turning left on Sparkford High Street i.e. back to the roundabout approximate 10% (observed from point D).
5. The numbers turning east at the roundabout approximately 30 an hour (observed from point E).

These figures were obtained at half-term exclude the school traffic details of which were provided by the school and listed in FP1. We have assumed no growth.

The overall result at east onslip turn at peak periods will be substantial delays and dangers. This junction is badly overstressed and simply will not function.

I believe further detailed surveys to establish more precise data relating to the functioning of this junction should be made to enable proper consideration of its design.

This problem does not materialise if my and the Council's design is adopted since traffic crossing the slip-road in and out of the school is only 10% as opposed to 90%.