

From: [Susan Anderson](#)
To: [A303 Sparkford to Ilchester](#)
Subject: FW: A303 Sparkford to Ilchester Dualling
Date: 26 November 2019 08:16:25
Attachments: [A303 Doft 20 Nov 2019.docx](#)

Dear Dean

Please see attached.

Many thanks,

Susan

**Susan Anderson MRTPI | Head of Transport Infrastructure Planning Unit, , Department for Transport
East Wing | [REDACTED] |
Post to: Great Minster Hse, 33 Horseferry Rd, London, SW1P 4DR**

From: rocky stone [REDACTED]
Sent: 22 November 2019 19:10
To: Susan Anderson <Susan.Anderson@dft.gov.uk>
Cc: rocky stone [REDACTED]
Subject: A303 Sparkford to Ilchester Dualling

Susan.

Please find a submission as requested by your letter 5 November

Yours sincerely

R P Stone

[REDACTED]

Susan Anderson
(by email to Susan.anderson@dft.gov.uk)
Department for Transport
Great Minister House
33 Horseferry Road
London SW19 4DR

20 November 2019

Application by Highways England for an order granting Development Consent for the A303 Sparkford to Ilchester Dualling.

References:

- A. Doft Request for comments on the application for the proposed A303 Sparkford to Ilchester Dualling Scheme dated 5 November 2019.
- B. Issue Specific Hearing 5 held at Yeovil Town Football Club, Huish Park, Lufton Way, Yeovil, Somerset BA22 8YF on Tuesday 14 May.

Dear Susan.

Thank you for your request for comment, Ref A, on the above application.

I would like to make the following observations that are relevant to three of the major points that you raised in

your letter namely, Non-Motorised Users (NMU's), Local Transport and Effects of de-trunking the road on the local community.

During the discussion at the hearing, Ref B, the examining inspectors raised a question regarding the use of the existing A303 (the parallel road) following the completion of the proposed dual carriageway. The Barrister representing Highways England (HE) stated that the cost of keeping the old A303 for utilisation by NMU's, Local Transport and the local community was considered uneconomic and so was not part of the Development Consent Order.

Mike Lewis (SCC and SSDC Councillor) questioned the speed limit used in the HE assessment for keeping the old road. Subsequent discussion highlighted that HE had used costings required to upgrade the existing A303 to a 100KPH Trunk Road. It took some time for it to be established that 100KPH is equivalent to 62 MPH, the highways representative from SCC admitting that he had not carried out a conversion of the metric speeds.

At present this section of the A303 is restricted to 50MPH (80KPH) and no explanation was given why HE decided that the existing road would have to be upgraded if it was de-trunked and reverted to use by local traffic only.

As HE used the uneconomic cost of maintaining the existing A303 for local use as an argument for not doing so I would suggest that they were negligent in assuming that the existing road would have to be upgraded before it reverted to a de-classified local road.

Given that keeping the existing road would address the three major issues you raise in your letter and have the added benefit of alleviating a lot of the local congestion problems expected during the construction of the proposed dualling, HE should be instructed to re-assess the true costs associated with keeping the existing A303 for use by NMU's, local transport and the local community.

Yours sincerely

PStone

Richard Peter Stone

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(by email to Susan.anderson@dft.gov.uk)
Department for Transport
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Richard Peter Stone