

From: [REDACTED]
To: [A303 Sparkford to Ilchester](#)
Cc: [REDACTED]; [Les Stevens](#); [REDACTED] [Parish Clerk](#)
Subject: Sparkford to Ilchester A303 dualling /Comments on DoT letter of 5 November
Date: 22 November 2019 16:43:54
Attachments: [Fairhurst A303 drawing No 1276421001.pdf](#)
[A303 submission to PI November 2019final.docx](#)

Dear Sirs

Please see the attached comments of Mr Bryan G Norman in respect of the Department of Transport's letter of 5 November 2019. This letter and its attachment are also being sent by mail as the attachment is A3 size and has been scanned for the email copy as two pages.

Kind regards

John Brendon

[REDACTED]

Bryan G Norman, B.Sc Est Man

To: Planning Inspectorate (by post and by email) — 22 November 2019

Ref. SPL-AF001

Dear Sirs

Re TRO10036: A303 Sparkford to Ilchester dualling - Comments and additional information on matters requested in Department of Transport letter dated 5 November 2019.

I am providing, in my professional capacity as an experienced Project Manager/ Surveyor, further information in response to the requests for clarification and additional information in the letter of 5 November 2019 from the Department of Transport (DoT). My response is supported by the Parish Councils of Queen Camel, West Camel and Sparkford (the three Parish Councils). It is presented in summary form emphasising the important points submitted and issues raised during the public hearings on this scheme relating to the matters raised by the DoT. It is dealt with in three sections: 1 Local Transport, 2 Effect of de-trunking the existing A303 on the community and 3 Conclusion.

1. LOCAL TRANSPORT

The evidence submitted at the Public Enquiry, as summarised in the table below, shows that Highways England's (HE) chosen design for the Hazlegrove junction will impose unacceptable and unnecessary burdens and will impose substantial environmental and economic costs on the local users of the junction. Furthermore this junction will not function at peak periods.

This is illustrated on the attached drawing No 127642/1001 by Fairhurst and in the table below which demonstrate the clear advantages of my proposed revision to the HE scheme. The design conforms in all respects with the requirements of DMRB.

Feature	Highways England	Fairhurst & local	Notes
Area used within RPG Area used outside RPG	2.6 hectares 2.0 hectares	0.96 hectares 0	RPG is the Hazlegrove House Grade II listed Registered Park & Garden
Road lengths: 7.3m width/ 5m verges 3.65m width/5m verges Single track, pass bay	1.7km 0.8km 0	0.49km 0.27km 0.8km	
<u>ADDITIONAL</u> travel: @5/2017 survey @5/2023 estimate @5/2028 estimate	600,000km per annum 780,000km per annum 860,000km per annum		Based on A359 traffic surveys in May 2017 and 2019 in Queen Camel
Corresponding add'l CO2 emissions @5/17 @5/28	152 tons per annum 195 tons per annum		The additional emissions in the 5 years 2023-28 = 865 tons
Fill & consolidate Excavate/ fill	143,500 cubic metres	18,000 cubic metres	
Local scheme COST SAVING		£9 million	

Bryan G Norman, B.Sc Est Man

East on-slip (circled red on plan). Facts in peak periods

If the 5% pa increase in peak hour traffic, as recorded by two traffic surveys continues as we believe it will, given that 765 houses have just received planning consent outside Mudford near the A359 with another 550 houses awaiting planning approval on the east side of Yeovil, the effect (using the same evidence as submitted to the public enquiry) at the turn on to the east on-slip road is illustrated by the figures below for 2023 and 2028 respectively:

2023 (peak hours)

410 vehicles travel west from the existing roundabout of which 320 turn on to East on-slip and meet 230 vehicles heading east in the morning and 290 in the afternoon. On average one car every 8.8 seconds meets one every 15.7 seconds in the morning and one every 12.5 seconds in the afternoon.

2028 (peak hours)

530 vehicles travel west from the existing roundabout of which 440 turn on to East on-slip and meet 240 vehicles heading east in the morning and 300 in the afternoon. On average one car every 6.8 seconds meets one every 15.0 seconds in the morning and one every 12.0 seconds in the afternoon.

As the school traffic is largely condensed into half hours the effect will be magnified and will lead to tailbacks, delays and increased risk of accidents, which is particularly unacceptable with children as passengers.

The above figures make it clear, based on surveys, that this turning cannot function at peak periods. Within all HE's documentation I have been unable to find any actual figures, based on surveys and not just estimates, which support HE's viability of this turning. Only solutions placing the east on-slip/ off-slip roads east of the school turning can overcome these difficulties.

2. EFFECT OF DE-TRUNKING THE EXISTING A303 ON THE COMMUNITY

HE's proposal to de-trunk and stop up the existing A303 approximately 0.7km west of the Sparkford roundabout creates a cul-de-sac which will almost inevitably lead to the closure of the petrol filling station and Mattia cafe. Further west, beyond Howell Hill, the West Camel Bakery and Wayne's diner businesses will also lose significant passing trade. The result will be a considerable loss of local employment.

Furthermore in the cul-de-sac area both Somerset County Council and Queen Camel Parish Council have concerns about anti-social behaviour in unoccupied buildings and danger from unused fuel in storage tanks.

I, supported by the three Parish Councils, have suggested two possible solutions to ameliorate the problems:

1. Complete the missing 0.6km section of the de-trunked old A303 to become a local parallel road (LPR)

This is the solution preferred by the local communities as:

- a) it reduces the chances of rat-running through the villages,
- b) ameliorates problems with anti-social behaviour,
- c) continues to provide farmers with better access to their fields and the MOD to its signal station,

Bryan G Norman, B.Sc Est Man

- d) effectively maintains the bridleway connection between Gason Lane and Trait's Lane for NMUs,
 - e) enables the businesses to remain open and continue trading, albeit at reduced levels,
 - f) allows the additional cost of the 0.6km section to be covered by savings from not constructing and then removing 2.5km of haul roads and access tracks,
 - g) eliminates turning heads 62, 63 & 64 and the need for work in Blackwell Road, and
 - h) reduces the risk element of the contract (HE have made a £36m allowance) as road users would be separated from the construction from the outset to their benefit and contractors alike.
- In my opinion, supported by Fairhurst and the three Parish Councils, the solution proposed above would be achieved at no cost to the project and would reduce risk.

However, if this solution is not adopted a more limited improvement could still be adopted as described below.

2. Retain the old A303 to Trait's Lane

Keeping the old A303 open to the north end of Trait's Lane from Sparkford roundabout would provide less benefit than a full LPR but it would still provide many of the savings as described in 1 above. Also much of the cost of reducing the width of the old A303 could be avoided by a series of islands to force traffic to slow.

Fairhurst proved that the new dual carriageway and a LPR can be accommodated to full DMRB standards through the pinch point by Trait's Lane without the need to acquire extra land from the MOD. This is demonstrated in Fairhurst drawing No 127642/1001 attached.

An extension of the old A303 to Trait's Lane is important as the resultant realignment of the dual carriageway in accordance with the radii shown by Fairhurst would allow the LPR to be completed at a later date when the new A303 is upgraded to full Expressway standards with farm vehicles being banned. Also it would help keep such farm vehicles out of the existing narrow village roads, avoiding long detours. This realignment should be adopted whether or not either of the other solutions are accepted.

3. CONCLUSION

I would draw the attention of the Secretary of State for Transport to the fact that the advantages described can only be achieved now by delaying the project sufficiently for HE to submit a revised Development Consent Order (DCO).

The full benefits of the A303 dual carriageway to the South West linking the M3 to the M5, which I and the three Parish Councils fully support, will only be realised when all elements of the the A303 and A358 schemes from Stonehenge to Taunton are completed. The Stonehenge section and the A358 section are running at least a year behind the Sparkford to Ilchester scheme. Therefore a delay to allow for HE to resubmit a revised DCO for this scheme with an improved Hazlegrove junction and a LPR would secure substantial benefits for the local users and communities with savings to the tax payer.

yours faithfully

Bryan G Norman


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cc David Warburton,

