

INFRASTRUCTURE PROGRAMMES GROUP

Appendix A1 to

Statutory Consultation Response – March 2018

A303 Sparkford to Ilchester

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Revision History

This document has the following history:

Version No.	Version Date	Summary of Changes	Changes marked
1	07/03/2018	First Draft	
2	06/03/2018	Document formatting	
3	06/03/2018	Overview map added	

Approvals

This document requires the following approvals:

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Contents

<u>1</u>	<u>INTRODUCTION</u>	<u>5</u>
1.1	HIGHWAYS ENGINEERING TECHNICAL WORKSTREAM	5
1.2	ADDITIONAL INFORMATION RECEIVED	6
<u>2</u>	<u>LAYOUT</u>	<u>7</u>
2.1	OVERVIEW MAP	7
2.2	WESTBOUND SLIP TO PODIMORE	8
2.3	CAMEL CROSS JUNCTION	8
2.4	DOWNHEAD JUNCTION	9
2.5	HAZLEGROVE JUNCTION	10
2.6	EXISTING A303	11
<u>3</u>	<u>LOCAL ROAD TRAFFIC IMPACTS</u>	<u>12</u>
<u>4</u>	<u>SIGN STRATEGY</u>	<u>12</u>
<u>5</u>	<u>FURTHER REVIEWS</u>	<u>12</u>
<u>6</u>	<u>SUMMARY</u>	<u>13</u>

1 Introduction

1.1 Highways Engineering Technical Workstream

1.1.1 Whilst informal high level consultation has been ongoing for several months, The Highway Authority have been engaged with The Developer's engineering consultants Mott McDonald since 05th February 2018.

1.1.2 Mott McDonald have identified 3.no work packages to be submitted to The Highway Authority for review prior to submission of the Development Consent Order:

Package 1

- Layout
- Local road traffic impacts
- Sign Strategy

Package 2

- Drainage strategy
- Road lighting
- NMU proposals
- Structures

Package 3

- Construction proposals including traffic management
- De trunking works and proposed extents of responsibility, speed limits

1.1.3 To date, The Highway Authority has undertaken a review of the information submitted within package 1. The Highway Authority anticipates receipt of packages 2 and 3 for review prior to submission.

1.1.4 The Highway Authority has the following comments to make in relation to the information presented for statutory consultation and the supplementary information listed within Appendix A submitted within technical workstream package 1.

1.1.5 The comments relate to the local network, side roads and slip lanes only. Comments have not been provided for the A303 mainline.

1.2 Additional Information received

1.2.1 The following information has been submitted to the Highway Authority in addition to that included within the online statutory consultation documentation:

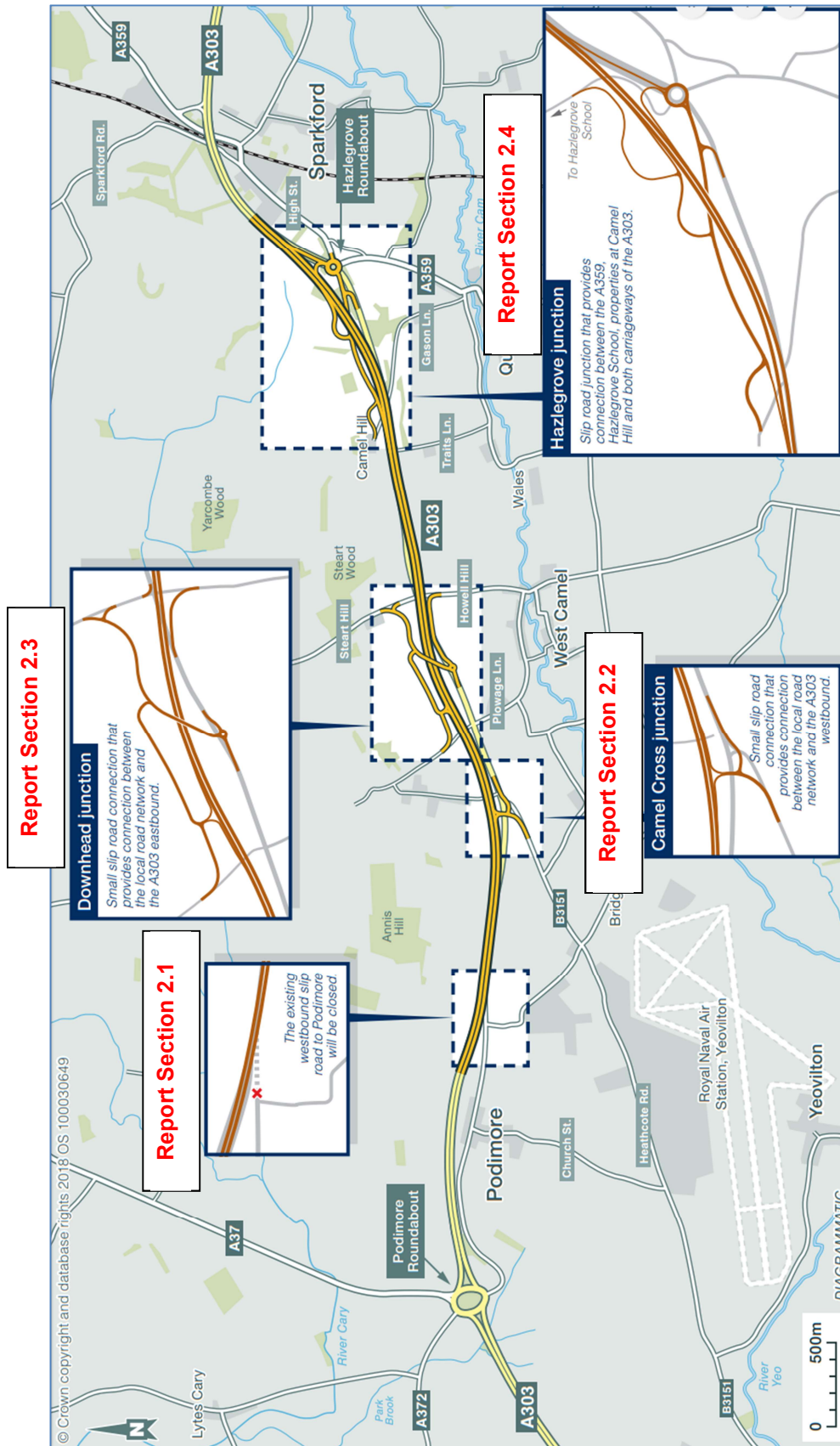
Drawing	No	Rev
HE551507-MMSJV-HSR-000-DR-CH-0001	Side / Slip Road Layout - Sheet 1	P03
HE551507-MMSJV-HSR-000-DR-CH-0002	Side / Slip Road Layout - Sheet 2	P04
HE551507-MMSJV-HSR-000-DR-CH-0003	Engineering Sections - Sheet 1	P03
HE551507-MMSJV-HSR-000-DR-CH-0004	Engineering Sections - Sheet 2	P03
HE551507-MMSJV-HSR-000-DR-CH-0005	Engineering Sections - Sheet 3	P02
HE551507-MMSJV-HGN-000-DR-CH-0101	Plan Option 1	P05
HE551507-MMSJV-HGN-000-DR-CH-0102	Plan and profile - Sheet 1 of 4	P05
HE551507-MMSJV-HGN-000-DR-CH-0103	Plan and profile - Sheet 2 of 4	P05
HE551507-MMSJV-HGN-000-DR-CH-0104	Plan and profile - Sheet 3 of 4	P07
HE551507-MMSJV-HGN-000-DR-CH-0105	Plan and profile - Sheet 4 of 4	P04
HE551507-MMSJV-HGN-000-DR-CH-0206	Tourist Signage Strategy	P04
HE551507-MMSJV-HGN-000-DR-CH-0207	Cycle Signage Strategy	P04
HE551507-MMSJV-HGN-000-DR-CH-0212	Primary Route Signage Strategy	P01
HE551507-MMSJV-HGN-000-DR-CH-0213	Non-Primary Route Signage Strategy	P01
HE551507-MMSJV-HGN-000-DR-CH-0214	Local Destination Signage Strategy	P01
HE551507-MMSJV-HDG-000-DR-CD-0101	Proposed Highway Drainage Plan Layout - Sheet 1	P01
HE551507-MMSJV-HDG-000-DR-CD-0102	Proposed Highway Drainage Plan Layout - Sheet 2	P01
HE551507-MMSJV-HDG-000-DR-CD-0103	Proposed Highway Drainage Plan Layout - Sheet 3	P01
HE551507-MMSJV-HDG-000-DR-CD-0104	Proposed Highway Drainage Plan Layout - Sheet 4	P01
HE551507-MMSJV-HGN-000-DR-CH-0208	Rights of Way and Access Sheet 1 of 4	P02
HE551507-MMSJV-HGN-000-DR-CH-0209	Rights of Way and Access Sheet 2 of 4	P02
HE551507-MMSJV-HGN-000-DR-CH-0210	Rights of Way and Access Sheet 3 of 4	P05
HE551507-MMSJV-HGN-000-DR-CH-0211	Rights of Way and Access Sheet 4 of 4	P05
HE551507-MMSJV-MTR-000-DR-TR-0017	Annual Average Daily Traffic – Option 1	–
HE551507-MMSJV-HGN-000-DR-CH-0005	Cross Section Type – D2AP Balanced and Super-elevated	P01
HE551507-MMSJV-HGN-000-DR-CH-0006	Cross Section Type – S2 Series	P01
HE551507-MMSJV-HGN-000-DR-CH-0007	Cross Section Type – Slip Roads and Interchange Links	P01
HE551507-MMSJV-HGN-000-DR-CH-0008	Cross Section Type – Compact Connectors	P01
HE551507-MMSJV-HGN-000-DR-CH-0009	Cross Section Type – Access and Rights of Ways	P01
HE551507-MMSJV-LLO-000-DR-0014	Location Plan	Draft

1.2.2 The following documentation has also been provided for consideration: -

- Client Scheme Requirements.pdf – Rev A
- Scheme Assessment Report – HE551507-MMSJV-GEN-000-RP-UU-0003 Rev P03
- NMU Audit Report – 363903-09-010-RE-005 – Rev P01
- Geometric Design Input Working Note – HE551507-MMSJV-HGN-000-RP-CH-0006

2 Layout

2.1 Overview Map



2.2 Westbound Slip to Podimore

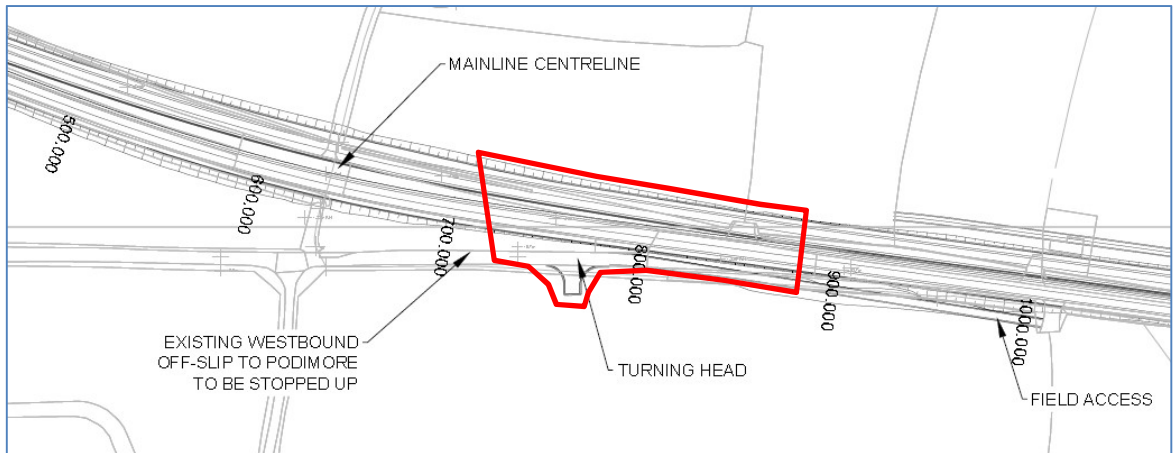


Figure 1 (Westbound Podimore Slip)

- 2.2.1 The Highway Authority supports the developer's proposal to close the exiting westbound off slip to Podimore.

2.3 Camel Cross Junction

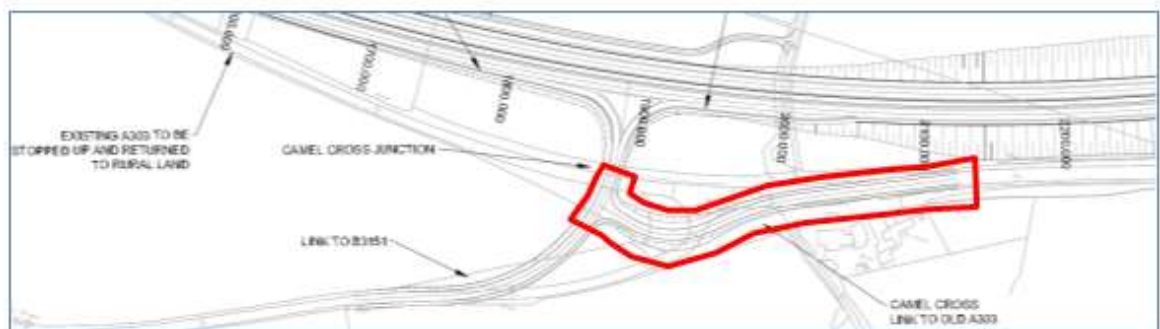


Figure 2 (Camel Cross Cross Junction)

- 2.3.1 The Highway Authority has concerns that the junction of the Camel Cross Link with the old A303 (Fig.2) is too close to the new junction (Fig.1.0). The potential for conflict with turning vehicles is considered significant.
- 2.3.2 For the above reason, The Highway Authority do not support the developer's proposals for this junction.
- 2.3.3 The Highway Authority would be happy to work with the developer to review alternative alignment configurations that might assist in resolving the aforementioned concerns.

2.4 Downhead Junction

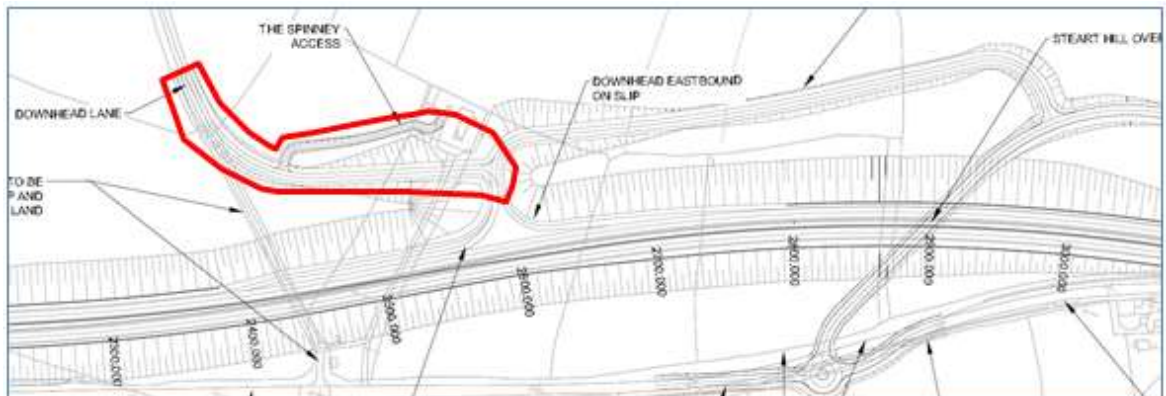


Figure 3 (Downhead Lane)

Downhead Lane

- 2.4.1 The Highway Authority has concerns regarding the proximity of the Downhead Lane junction (Figure 3) with the exit slip of the A303 and the potential for conflict with turning vehicles.

Downhead Link

- 2.4.2 It is not clear from the information provided what standard the linking section (figure 4) has been designed in accordance with. It is suggested that the design standard for this section is TD40/94 Layout of Compact Grade Separated Junctions.
- 2.4.3 The Highway Authority has concerns regarding the long straight section of carriageway (figure 4) that might encourage higher vehicle speeds. Paragraph 6.4 of TD40/94 states that long straight sections within the compact connector should be avoided.

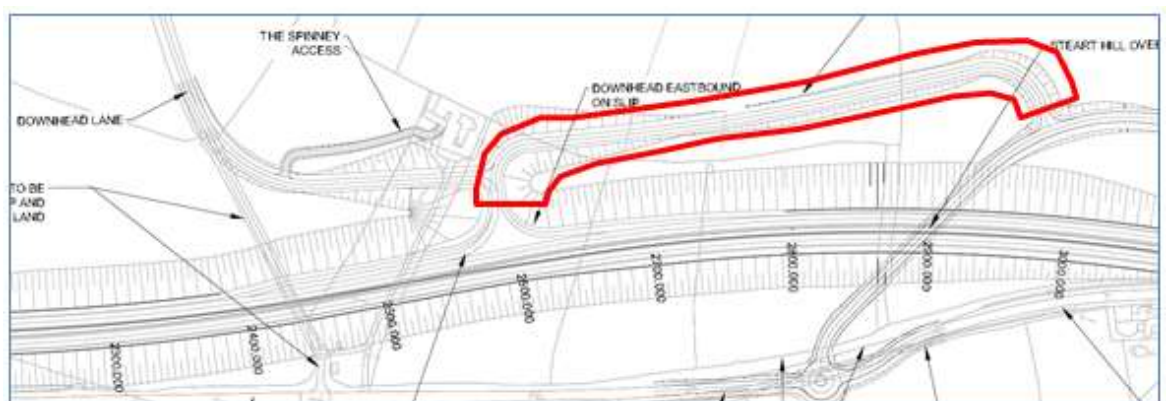


Figure 4 (Downhead junction link)

- 2.4.4 The Highway Authority also has concerns regarding the road hierarchy as the proposed trunk road terminates at a junction with a lesser category road (Stearth Hill overbridge).

2.4.5 For the above reasons, The Highway Authority does not support the developer's proposals for the Downhead Junction arrangement.

2.4.6 The Highway Authority would be happy to work with the developer to review alternative alignment configurations that might assist in resolving the aforementioned concerns.

2.5 Hazlegrove Junction

Vale Farm Link

2.5.1 The Highway Authority considers that the close proximity of the Vale Farm junction (Fig.5) to the A303 eastbound off slip is unacceptable.

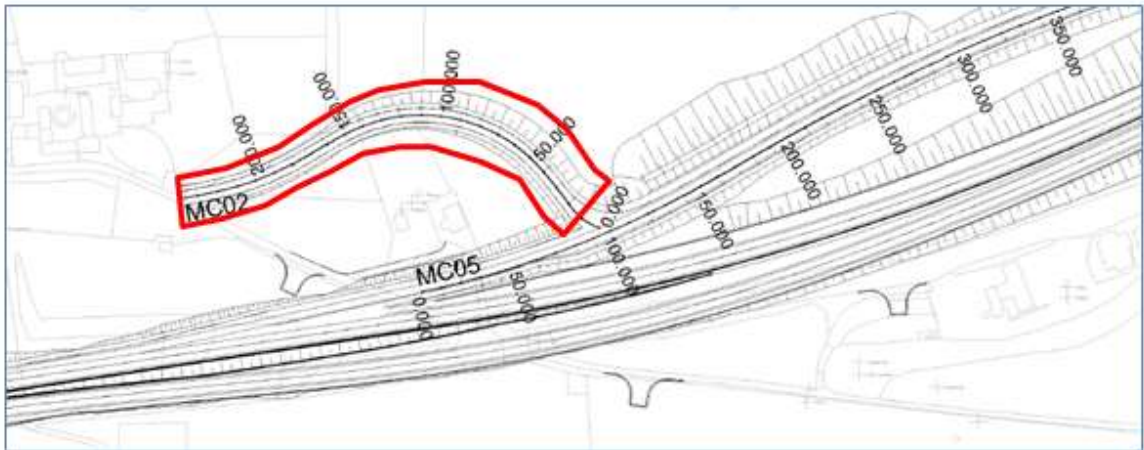


Figure 5 (Vale Farm Link)

Camel Hill Link

2.5.2 It is not clear from the information provided what standard this road is being designed to. It does not appear to be a slip road or an interchange link. It is too long for a slip road as it is in excess of 750m and west bound traffic cannot access the A303 once they have passed the Hazlegrove junction.

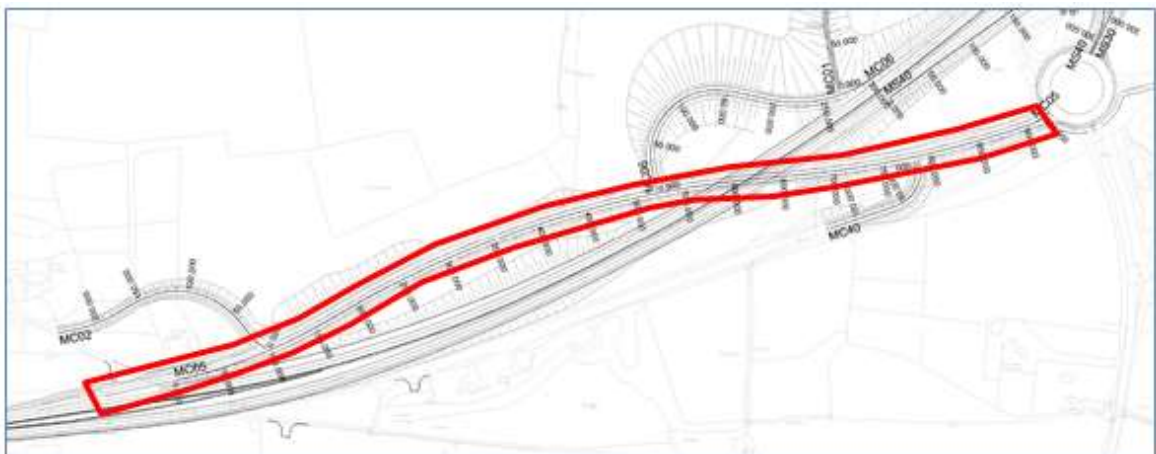


Figure 6 (Camel Hill Link)

- 2.5.3** The Highway Authority has concerns that the link does not appear to be designed in accordance with the Design Manual for Roads and Bridges. There do not appear to be any existing examples of this type of layout on the Strategic Road Network. Local traffic and trunk road should be separated as much as possible.

Hazlegrove Link



Figure 7 (Hazlegrove Link)

- 2.5.4** It is not clear from the information provided what standard the section has been designed in accordance with. It is suggested that the design standard for this section is TD40/94 Layout of Compact Grade Separated Junctions.
- 2.5.5** The Highway Authority does not consider the link to Hazlegrove House suitable for local traffic and have concerns that turning traffic accessing/egressing Hazlegrove House would conflict with vehicles accelerating to re-join the A303.
- 2.5.6** For the above reasons, The Highway Authority does not support the developer's proposals for the Hazlegrove junction.
- 2.5.7** The Highway Authority would be happy to work with the developer to review alternative alignment configurations that might assist in resolving the aforementioned concerns.

2.6 Existing A303

- 2.6.1** The existing A303, in some sections, is as much as 10m wide which may encourage much higher speeds when de-trunked. The developer will be required to consider reducing the width of the existing carriageway where appropriate in order to reduce the potential for high speeds on the local network.
- 2.6.2** The Highway Authority will be happy to assist the developer to review alternative alignment options.

The Highway Authority will work with the developer to identify ownership and future maintenance liabilities for new assets installed as part of this development. The Highway Authority anticipates that additional maintenance obligations on the

local network will be subject to commuted sum agreement. The Highway Authority will be happy to further discuss and agree such matters with the developer.

3 Local Road Traffic Impacts

- 3.1.1** The submitted Provisional Local Traffic Information has been reviewed.
- 3.1.2** The light touch documentation submitted to date affords insufficient scope and level of detail to enable the Highway Authority to fully understand the impact of the development on the local network.
- 3.1.3** The Highway Authority anticipates that the Developer will provide a Transport Assessment, the scope of which will require agreeing with The Highway Authority.
- 3.1.4** Typically the Highway Authority would expect the transport assessment to include but not be limited to the following:
- Definition of study area
 - Baseline assessment
 - Committed development
 - Methodology
 - Wider routing impacts
 - Projected outcomes
 - Mitigation

4 Sign Strategy

- 4.1.1** The Highway Authority are currently undertaking a detailed review of the developers proposed signing strategy and have no comment to make on this topic at this time.

5 Further reviews

- 5.1.1** In order to assist the development and expedite the development of design proposals, The Highway Authority and the developers design consultants have scheduled a series of technical reviews, reports and workshops. It is anticipated that output from the aforementioned technical workstream will be articulated within the developers' statement of common ground.

6 Summary

- 6.1.1** The Highway Authority has reviewed the limited design information submitted by the Developer to date.
- 6.1.2** The Highway Authority has substantial concerns with the proposed highway layout at Camel Cross Junction, Downhead Junction and Hazlegrove junction. As a result The Highway Authority does not support the developers' current layout proposals.
- 6.1.3** The documentation submitted by The Developer provides an insufficient scope and level of detail to enable the Highway Authority to fully understand the impact of the development on the local network traffic. It is the view of The Highway Authority that a Transport Assessment is required.
- 6.1.4** The Highway Authority will continue to work with The Developer to develop design proposals and identify the scope of modelling work required.