

County Hall, Trowbridge
Wiltshire, BA14 8JD.
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Wiltshire Constabulary
Traffic Management Unit
Southern Police Headquarters
Wilton Road
Salisbury
SP2 7HR
F.A.O. PC Norman Hibberd

Ref: DMT/west knoyle

Date: 1st October 2002

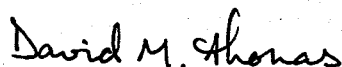
Dear Norman,

Alteration to weight limit on B3089 between Two Mile Down and Willoughby Hedge

As you are aware WS Atkins on behalf of the Highways Agency are promoting changes to the A303 / A350 junction at Furze Hedge. To enable the scheme to go ahead the existing weight limit on the B3089 between Two Mile Down and Willoughby Hedge would need to be removed and replaced with a one way eastbound weight limit. As the B3089 is a County road this change would need to be promoted by Wiltshire County Council. Could I therefore request that you let me have your comments on this proposal so that I may formally report them to Committee for determination. Elected members will then decide whether the proposal should proceed to public advert stage.

Could I ask for a response by the 31st October please. Should I not hear from you by then I will assume that you support the proposal.

Yours sincerely



David Thomas
Manager - Integrated Transport

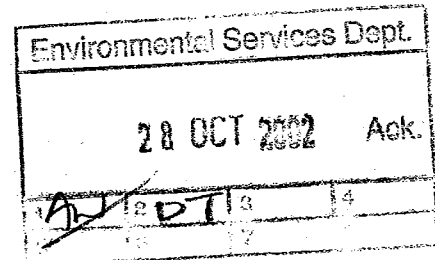
WEST KNOYLE PARISH COUNCIL

Parish Clerk – Mrs. L. C. Wood

3 Duchy Cottages, North Road, Mere, Wiltshire. BA12 6HG

Tel: (01747) 860701

David Thomas, Esq.,
Manager,
Integrated Transport,
Wiltshire County Council,
County Hall,
Trowbridge,
Wiltshire
BA14 8JD



24th October 2002

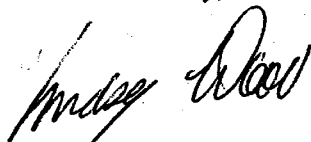
Dear Mr. Thomas,

Re: Alteration to weight limit on B3089 between Two Mile Down and Willoughby Hedge

I am writing with reference to your letter of 1st October which has been presented to the Parish Council. The Parish Council were under the impression that they had made their views clear in their letters to Mr. Sturrock of 15th July and 20th August (copies sent to you) in that they cannot support the alteration to the weight limit on the B3089 because they feel that the proposed junction improvements at Furze hedge will only cause to make the B3089/A303 junction at Willoughby Hedge even more dangerous and will just be diverting the problems to another junction.

I enclose copies of the correspondence which sets out members' views.

Yours sincerely,



Mrs. L. C. Wood,
CLERK.

Copy to County Cllr. C. Read.

WEST KNOYLE PARISH COUNCIL

Parish Clerk – Mrs. L. C. Wood

3 Duchy Cottages, North Road, Mere, Wiltshire. BA12 6HG

Tel: (01747) 860701

Angus Sturrock, Esq.,
Senior Engineer,
Highways,
Atkins Highways & Transportation,
260 Aztec West,
Park Avenue,
Almondsbury,
Bristol
BS32 4SY

20th August 2002

Dear Mr. Sturrock,

Re: A303/A350 JUNCTION SAFETY IMPROVEMENT

This is further to your letter of 23rd July and our telephone conversation of the 19th July. We apologise for the delay in replying but we feel this is such an important matter that we had to wait to obtain every councillor's view.

The consensus is that, even with the proposed improvements at the B3089/A303 Willoughby Hedge, this junction will still remain unsafe. This is because of the lack of slip road. We believe that slow vehicles trying to access the A303 will be a hazard to fast flowing traffic going west-bound. You say that 'visibility at this junction is good and represents a significant reduction in hazard for traffic currently turning right onto the A303 at the A350' (Point 4). We feel strongly that comparing one unsafe junction with another unsafe junction is not the solution.

Having considered the time-scale and the other options mentioned in your letter, i.e. that we may be too late for the improvements to the B3089, and that a slip road at Furze Hedge is a future possibility, we would like to propose that the safest option is to upgrade the junction at A303/A350. However much 'these schemes are likely to involve land purchase and higher levels of investment' and that also they 'could not be implemented in the same time period' we still believe that this will be the most satisfactory solution. The money saved by not up-grading the B3089 junctions could be put to better use at Furze Hedge.

We still think the B3089/A303 at Willoughby Hedge is an unsafe junction and would welcome an up-grade here. It is a shame that funding is not available for both junctions.

We hope this explains our position. If you have any queries or need any further information, please contact us.

Yours sincerely

**Mrs. J. Randall,
Chairman.**

**Copies to: County Cllr. C. Read
District Cllr. T. Couper,
Sgt. Cullop,
Rob Sexton, Chairman, Community Safety Partnership
Norman Hibberd, Wiltshire Police
Mr. V. Eason, East Knoyle Parish Council
David Thomas, Salisbury Joint Transportation Unit**

EAST KNOYLE PARISH COUNCIL

Mr V E Eason
Parish Clerk

Tel No. 01747 830858

2 Old Mill Close
East Knoyle
Wiltshire
SP3 6EX

Our Ref: Hig/Mat/Ekn

Your Ref: BW5024/1630/20/AJS/45363.

Mr A Sturrock
Senior Engineer, Highways
Atkins Highways & Transportation
260 Aztec West
Park Avenue
Almondsbury
Bristol BS32 4SY

SALISBURY J.T.T.

FILE REF: 120309

REC: 15 AUG 2002

PASSED TO: D1

RESPONSE BY: O 8 August 2002

Dear Mr Sturrock,

A303/A350 Junction Safety Improvement

Thank you for giving East Knoyle Parish Council the opportunity to consult with you on this matter and for copying us into the subsequent correspondence resting with your letter of 24 June. I am sorry that we were not able to send a representative to the meeting at Willoughby Hedge on 14 June.

As you know the B3089 is in the Parish of East Knoyle and the changes that you are proposing for this highway are therefore particularly relevant for us, given the direct impact that they will have on the Parish. The Parish Council has now given serious study and thought to your safety improvement scheme and they have several concerns and misgivings about the scheme.

The plans to increase the volume of traffic along the B3089 would, in their view, only aggravate an already serious problem. The extra traffic would result in very dangerous congestion at the A303 junction with slow moving traffic attempting to join fast westbound traffic. Moreover, the Service Station and the Little Chef facilities are too close. Traffic is constantly changing from one facility to the other. This has been a hazard for some time and the extra traffic would only exacerbate the present hazard. The Council feels that a larger car park is needed to accommodate the vehicles parked on the lay-by opposite, thus getting traffic off the B3089.

The present exit from West Knoyle at Willoughby Hedge is difficult and the additional traffic would only make access and entry impossible. Although the proposed 'no right turn' from the A350 slip-road on to the A303 westbound is welcomed, it is only half the problem. A slip-road from the A303 westbound onto the

A350 is also essential. The Parish Council has also questioned the logic of implementing a somewhat costly interim measure since it is questionable whether the expense incurred would justify any noticeable improvement in safety, or traffic flow. Given that there is already a proposal to upgrade the A303 in the not too distant future, the Council feels that it would be more efficient to put the cost of the interim measures towards building the necessary slip roads. If this were done, it would solve the existing problem immediately and the slip roads would then already be in place for the pending upgrade of the A303.

Yours sincerely,

V E Eason
Clerk to the Parish

cc: Mrs L Wood, Parish Clerk, West Knoyle Parish Council
Mr Thomas, Salisbury Joint Transportation Unit ✓
Mr Hibberd, Wiltshire Police

Atkins Highways & Transportation
260 Aztec West
Park Avenue
Almondsbury
Bristol BS32 4SY
England

Your Ref:
Our Ref: BW5024/1630/20/AJS/46655

23 July 2002

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SALISBURY J.T.T.

FILE REF: 12-03-09 file.

REC: 26 JUL 2002

PASSED TO: DJ

RESPONSE BY: O

For the attention of Mrs L Wood

Dear Sirs

**AREA 2 TRUNK ROADS AND MOTORWAYS MAINTENANCE AGENCY
139: A303/A350 JUNCTION SAFETY IMPROVEMENT**

Thank you for your letter dated 15 July 2002. Further to this letter and our discussions Randall/Sturrock 19 July 2002 we wish to clarify some issues.

In response to the concerns raised in your letter we offer the following observations:

- 1) The introduction of a traffic island, renewing the road markings and providing additional signing (subject to the agreement of the land owner) as outlined in our last letter will reduce this problem. Other than major realignment of the road we do not consider there are any further improvements that can be included.
- 2) We have recommended the addition of lines across the lane to show the extents of the keep clear. This will help to clarify to drivers queuing on the B3089 which section to keep clear. The additional traffic is considered to have minimal effect due to the relatively large traffic flows from the service area.
- 3) We consider that the parking of cars in the carriageway has a positive effect in the reduction of traffic speed, however the restriction of parking is an issue for Wiltshire County Council and we note that this letter has been copied to them.
- 4) We recognise that there is no slip road for turning traffic however we consider that the visibility at this junction is good and represents a significant reduction in hazard for traffic currently turning right onto the A303 at the A350.

The improvements that we have suggested at the B3089 can only be implemented as part of a scheme to improve the A303/A350 junction due to the process of funding. Therefore, we need your support for the scheme as a whole before we can proceed with any improvement works on the B3089. Should you be prepared to support this scheme (in the form of supporting the removal of the weight limit on the B3089) we will endeavour to implement improvements on the B3089 this financial year however due to the time involved with the traffic orders for removing the limit and restrictions with applying white lining during the winter period when roads are gritted, this may not be possible.

We wish to assure you that the intention of this scheme is to reduce accidents and not shift any problem from one location to another. Our assessment of the current situation is that:

- ◆ it is much safer for vehicles to turn left at Willoughby Hedge from the B3089 than to turn right from the A350 at Furze Hedge, and

ATKINS

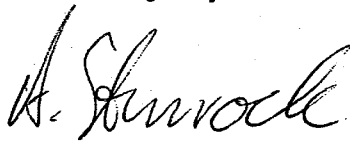
- ◆ the additional traffic introduced onto the B3089 will not increase the risk of accidents at its junction with the A303.

We consider that the proposed scheme makes best use of the existing network and provides a solution without major investment. Should you feel unable to support this scheme then we will examine other measures for improving safety at A303/A350. However, these schemes are likely to involve land purchase and higher levels of investment and could therefore not be implemented in the same time period. An alternative scheme is also unlikely to include any improvements to the B3089.

We trust that you are content with the assurances and explanations given and we would be pleased to receive your written support for this scheme in order that we can progress matters.

Should you wish to discuss anything further, please do not hesitate to contact us.

Yours faithfully
for and on behalf of
Atkins Highways and Transportation



Angus Sturrock
Senior Engineer, Highways

cc: David Thomas, Salisbury Joint Transportation Unit
Norman Hibberd, Wilshire Police

Your Ref:
Our Ref: BW5024/1630/20/AJS/45969

24 June 2002

West Knoyle Parish Council
18 Lynch Close
Mere
Warminster
BA12 6EL

For the attention of Mrs L Wood

Dear Sirs

**AREA 2 TRUNK ROADS AND MOTORWAYS MAINTENANCE AGENCY
139: A303/A350 JUNCTION SAFETY IMPROVEMENT**

We thank you for attending the meeting held at Willoughby Hedge 14 June 2002 to discuss the above scheme.

Further to that meeting we would like to confirm several items:

- The additional traffic on the B3089 will have minimal impact at Willoughby Hedge,
- The predicted increase in traffic on the B3089 is approximately 600 vehicles/day (this approximately equates to a 20% increase in flows east of the Willoughby Hedge service area, and a much lower percentage of flows to the west),
- The additional heavy goods traffic is estimated to be 50 vehicles/day,
- The measures as described on the enclosed drawing will form part of the A303/A350 Junction Safety Improvement.

As we discussed at the meeting, the progress of this scheme is dependent on the B3089 weight limit being removed in the westbound direction.

We do not wish to progress this scheme until the Parish Council is satisfied with the proposed measures. Due to the process that enables the Parish Council to object to the Traffic Regulation Order to remove the weight restriction, we are reluctant to progress the scheme without your support.

Please be assured that this scheme is being proposed to enhance safety on the A303 and is not intended to transfer problems elsewhere. We trust that the proposed measures are sufficient to satisfy the Parish Council and we await your feedback.

Funding for this scheme has been allocated in the financial year 2003/04.

Humbergs
27 JUN 2002
RECEIVED

SALISBURY J.T.T.
FILE REF 12.13.19 file
REC: 61 JUL 2002
PASSED TO: 07
RESPONSE BY: 0

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ATKINS

Should you wish to discuss this scheme further please do not hesitate to contact the undersigned.

Yours faithfully
for and on behalf of
Atkins Highways and Transportation



Angus Sturrock
Senior Engineer, Highways

Encl

cc: ~~David Thomas, Salisbury Joint Transportation Unit~~
Norman Hibberd, Wilshire Police
Mr V Eason, East Knoyle Parish Council