From: Parish, Sally [mailto:Sally.Parish@highwaysengland.co.uk]
Sent: 03 January 2017 11:44
To: Timothy Spurway
Cc: Gallacher, Gaynor
Subject: Uplyme Neighbourhood Plan

FAO Tim Spurway,

Thank you for providing Highways England with the opportunity to comment on the submission version of the Uplyme Neighbourhood Development Plan. As you are aware, we are responsible for operating, maintaining and improving the strategic road network (SRN) which in this instance consists of the A35 which forms part of the northern boundary of the plan area.

We are satisfied that the proposed plan policies are unlikely to result in development which will impact on the SRN and we therefore have no specific comments to make.

In terms of housing development, we have noted that although no exception sites have been proposed for Raymonds Hill, the plan identifies the potential for some limited market housing to the south of Harcombe Road.

Regarding traffic and transport issues, although not constituting plan policy we have noted section 9.2.1 with respect to the A35 and the B3165 junction, particularly with regard to the installation of traffic signals. We have previously provided comments to explain why, on both safety, efficiency and environmental grounds, we believe signals would not be appropriate at this location and it may be helpful to repeat this here.

This option was considered as part of our initial study into improvements at Hunters Lodge, and we do recognise that there continues to be strong local support. However, the traffic modelling of the results of signalising this junction identified that it would result in increased queuing both in Lyme Road and Crewkerne Road, as well as significant queuing on the A35 for long periods during peak hours and periods of higher traffic flow. It was considered that this would not offer an appropriate level of safety improvement because of the increased risk of collisions as vehicles join the queue, as well as the level of delay it would cause both on the A35, Lyme and Crewkerne Roads. It would clearly also impact environmentally on the residents of Raymonds Hill in proximity to the junction. A significant difficulty in terms of signalising at this location comes from the staggered nature of the junction which would necessitate 4 phase signals to operate safely. In addition there is only the potential to achieve one running lane in each direction at the junction, which then offers no potential to reduce queue length on the A35 by using two lane approaches to signals.

These comments do not prejudice any future responses Highways England may make on site specific applications as they come forward through the planning process, and which will be considered by us on their merits under the appropriate policy at the time.

If you have any queries, please don't hesitate to contact us.

Regards,

Sally

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