

From: [Les Stevens](#)
To: [A303 Sparkford To Ilchester](#)
Cc: [REDACTED] [Les Stevens](#)
Subject: Deadline 5 Representation on behalf of Mr B G Norman.
Date: 05 April 2019 14:47:34
Attachments: [Deadline 5 Submission on behalf of Mr B G Norman 05 04 19.pdf](#)

Please find attached a further representation on behalf of Mr B G Norman.

Les Stevens

On behalf of the Parish Councils of Queen Camel, West Camel and Sparkford.

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Deadline 5
Further representations by
Bryan G. Norman B.Sc (Est Man)

In all my experience as a Project Manager, I have never known a client to turn down substantial cost savings for an improved development.

Highways England's statement that they are satisfied they have the right scheme is, in my opinion a serious failure in Project Management.

They have not produced any reasoned evidence to show that my proposed changes to the Hazlegrove Junction and the incorporation of a parallel road could not be incorporated within the programme, nor any sustainable rebuttals of my evidence as to the financial savings (approx. £22M) and other benefits of my proposals.

Whilst now, having wasted some months, they have made it more difficult for themselves, it should, however, still be possible with some overtime working, of complying with the programme, particularly as a responsible Project Manager, they should have carried out basic design investigations into these alternatives.

I investigated a number of schemes at Hazlegrove, which could be shown and it would be very interesting to see the alternative designs that H.E. claim to have investigated, including the one which utilized a tunnel in the same basic location as used in my scheme.

I should also like H.E. to produce the actual traffic movements they have used at the Hazlegrove East on-slip junction, preferably in schematic form, as I do not believe they have used the correct figures, particularly for the School in assessing this junction's viability.

Highways England have found it easy (and correctly so) to make a major location change of the Works Compound, involving additional land acquisition and environmental investigations which shows how relatively easy is the procedure to achieve the changes I have proposed.

Without adopting these changes, H.E. will subject the local villages to short term unnecessary increased risks from traffic diversions and long term on users of the local road network and residents of Sparkford. This would be contrary to the statement made by Highways England's Chief Executive, Jim O'Sullivan – "focusing on the right projects with

the best outcome for road users and the communities we serve” and further similar comments that they will listen to customers and stakeholders, ensuring strong two-way dialogue, which has, sadly just not happened in any conclusive way, in this scheme.

B G Norman.