



A303 Sparkford to Ilchester Dualling

Outline Traffic Management Plan

HE551507-MMSJV-GEN-000-RP-UU-0039

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1 Introduction

1.1 Purpose and objectives

- 1.1.1 The purpose of this Outline Traffic Management Plan is to describe the principles of the traffic management arrangements required for the construction of the permanent works whilst providing a safe environment for those travelling through the works, as well as those engaged in the construction of the works. The detailed plan prepared in accordance with this outline will specify access routes for construction traffic and site compound locations.
- 1.1.2 The detailed plan will provide details of the phasing of the works and how this will affect deliveries to the site. In addition, the detailed plan will identify any Temporary Traffic Regulation Orders necessary in addition to the Development Consent Order (DCO) for the construction of the works.
- 1.1.3 This document should be considered as a work in progress, and is subject to further development throughout the examination of the draft DCO Development Consent Order (DCO).

1.2 Description of scheme

Description (mainline)

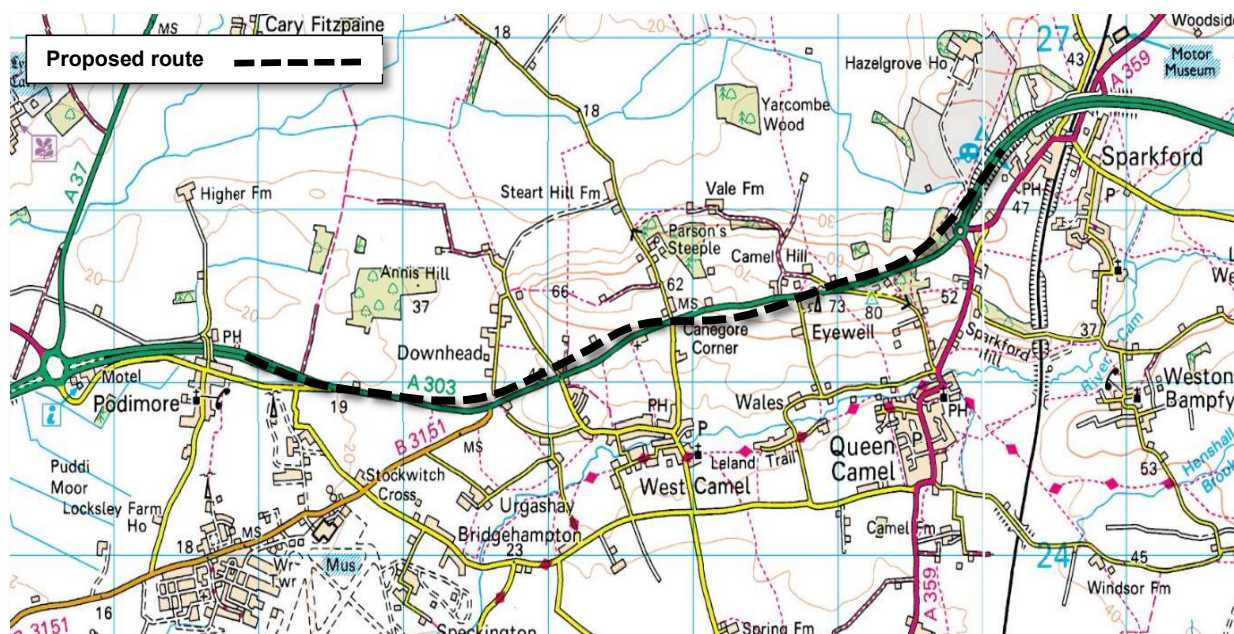
- 1.2.1 At its western limits, the scheme ties in with the existing dual carriageway A303 Podimore Bypass. Travelling eastwards, the route initially follows the existing A303 closely until the B3151 before moving north of the existing carriageway and rising up just to the south of Downhead before crossing over the existing A303 at Canegore Corner. This passes very close to the Noise Important Area at the West Camel Methodist Church (depicted by a “+” symbol on Figure 1.1 just to the west of Canegore Corner). The route then takes a southerly alignment briefly before meeting up with the existing road again to pass between a Scheduled Monument and a MOD signal station at the crest of Camel Hill. Finally, the route then bypasses the existing Hazlegrove Roundabout to the north through a Registered Park and Garden (RPG) associated with Hazlegrove House before tying into the existing A303 north of Sparkford village.

Junctions

- 1.2.2 A new all movements grade-separated junction will be provided in the vicinity of the Hazlegrove Roundabout. This will enable free flowing passage of traffic on the A303. The junction will incorporate entry and exit slip roads in both directions providing connections to Hazlegrove House, the A359, access to villages south of the route and access to properties at Camel Hill to the north of the route. A limited movements junction, also enabling free flowing passage of

traffic on the A303 but comprising an eastbound connection only, will be provided in the vicinity of Downhead. A limited movement junction will also be provided in the vicinity of the junction with the B3151 comprising only westbound connections.

Figure 1.1 Scheme Extents



Challenges and considerations

- 1.2.3 The differences in level between the existing and proposed carriageways at Canegore Corner (Pinch Point A) and Camel Hill (Pinch Point B) present a challenge for the traffic management insofar as at some point during the construction the east and west bound carriageways could be on temporary alignments and at different levels.
- 1.2.4 Local residents have a concern that the works will increase 'rat running' through their communities. At weekends and during school holiday periods there is a significant increase in traffic using this route and traffic can queue or travel at low speeds. Particular attention to this will be required to addressing this and preventing inappropriate use of local roads in the detailed plan.

Programme

- 1.2.5 Construction is due to commence in March 2020. All subsequent dates are subject to confirmation following detailed programming of the works by Highways England's contractor.

2 Traffic management plan

2.1 Customer requirements

2.1.1 This section will be developed further when the detailed plan is produced, however, key principles have been included in Table 2.1 below.

Table 2.1 Stakeholder requirements

Customer group	Who is affected by this scheme?	What are their requirements	How has the traffic management plan taken these requirements into account?
Customer	HGV drivers	<ul style="list-style-type: none"> • Journey time reliability • Advance warning of closures and / or diversions • Appropriate diversion routes • Maximised lane widths where possible 	<ul style="list-style-type: none"> • Sufficient notification of closures • Closure clashes – not having closures on alternative routes that are not subject to diversions • Diversion routes avoid narrow roads and low bridges
	Seasonal holiday traffic	<ul style="list-style-type: none"> • Clear information of delays displayed at remote locations so traffic can decide on alternative route • Clear and accurate information on the works 	<ul style="list-style-type: none"> • Provision of Journey Time reliability system • Communications Plan
Stakeholder	RNAS Yeovilton (large local employer)	<ul style="list-style-type: none"> • Traffic management that may impact on journey time reliability to and from Airfield 	<ul style="list-style-type: none"> • Advance warning and regular liaison. • Avoid bulk deliveries during commuting times
	RNAS Yeovilton Annual Air Show (up to 40,000 visitors)	<ul style="list-style-type: none"> • Closures / diversion that may impact on journey time reliability to and from the Show • Clear routes for visitors to get to the Show with good signing 	<ul style="list-style-type: none"> • Commitment to stakeholder liaison and use of mobile VMS to assist in traffic movements where there is an impact as a result of the scheme
Partner	Local farm traffic	<ul style="list-style-type: none"> • Clear route for ease of delivery • Ability to cross A303 • Suitable access and egress 	<ul style="list-style-type: none"> • Manage haul roads to facilitate site deliveries • Access and egress points clearly marked and close to delivery site
	Emergency services	<ul style="list-style-type: none"> • Access through haul road during emergencies • Suitable diversion routes • Advance warning of closures and / or diversions 	<ul style="list-style-type: none"> • Process and procedure for allowing blue-light travel through the works, if agreeable with the emergency services • Diversion routes avoid narrow roads and low bridges • Sufficient notification of closures
Community	Local residents to scheme	<ul style="list-style-type: none"> • Advance warning of closures and / or 	<ul style="list-style-type: none"> • Notification and liaison with individuals and / or local

Customer group	Who is affected by this scheme?	What are their requirements	How has the traffic management plan taken these requirements into account?
		diversions <ul style="list-style-type: none"> • Sensitivity to local requirements for example, market days • Minimal disruption due to works, including environmental factors (for example, noise, dust, lighting) and diversion routes 	group representatives <ul style="list-style-type: none"> • Activity curfews for example, no piling between 22:00 – 06:00 • Diversion route signs and information to meet driver requirements and optimise usability to reduce opportunities for error and therefore reduce congestion

2.2 Nature of the works

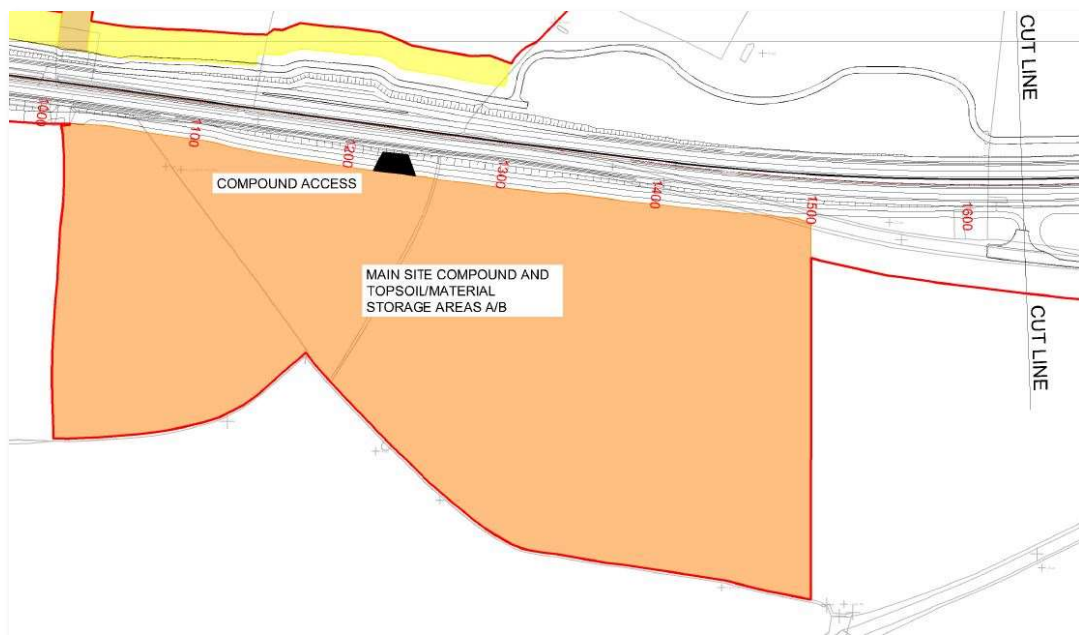
2.2.1 Works involved in the scheme include earthworks, drainage, environmental mitigation, pavement construction, structures and landscaping. Statutory undertakers' and license holders' diversionary works are also required for electricity, water, telephone and communication cables. Earthworks operations will be carried out using off road plant and equipment on haul roads. A temporary bailey bridge is to be installed across the existing A303 to allow haulage without interfering with the A303. This is expected to simplify the management of construction and road traffic. Figure 2.1 provides an illustration of the earthworks haulage routes and the temporary bridge. Some of the minor side roads will have heavy plant crossings with traffic signal control.

Figure 2.1 Earthworks haulage routes.



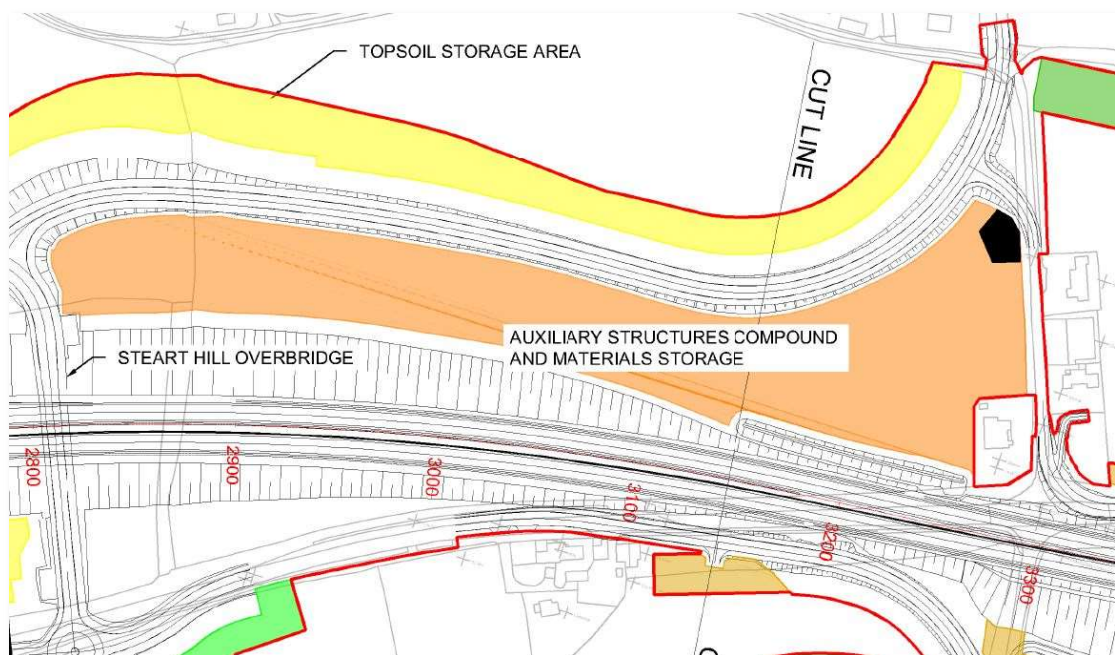
2.2.2 The proposed location for the main site compound is the south of the existing A303 and west of the B3151 junction. There will also be topsoil and material storage at this location. Access for works vehicles will be directly from the A303. Figure 2.2 provides an illustration of the compound and proposed access. Works traffic will not be permitted to use the B3151 to access the site from the south.

Figure 2.2 Main site compound.



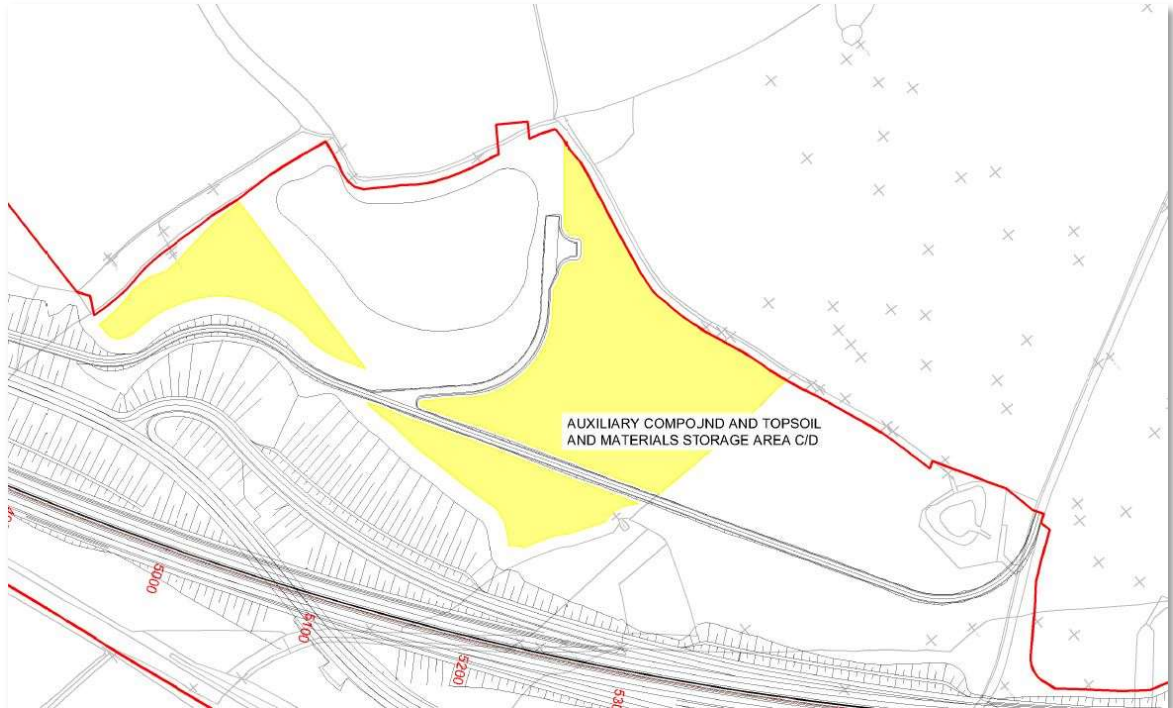
2.2.3 Another compound is proposed in the area to the north of the proposed A303 and the west of Steart Hill. This compound is for the construction of the new Steart Hill overbridge. There will also be material storage at this location. The compound will be accessed from Steart Hill via the A303. Figure 2.3 provides an illustration of the compound and proposed access. No works traffic will be permitted to travel north on Steart Hill from the compound access.

Figure 2.3 Auxiliary compound at Steart Hill.



- 2.2.4 A third compound is proposed near Hazlegrove Roundabout which will require a new access to be constructed off the roundabout. Figure 2.4 provides an illustration of the compound.

Figure 2.4 Auxiliary compound at Hazlegrove.



- 2.2.5 The current programme is based on construction commencing in Spring 2020.
- 2.2.6 Details of specific dates for side road and A303 carriageway closures and traffic management switches will be confirmed by Highways England's main contractor. The requirement to close side roads and the A303 will be subject to consultation with Somerset County Council and the emergency services.
- 2.2.7 Construction work would take place between 07.00 and 18.00 on weekdays and from 07.30 to 13.00 on Saturdays, with no regular working on Sundays, Bank and Public Holidays. There may be exceptions to these hours to accommodate elements such as oversize deliveries and tie-in works.

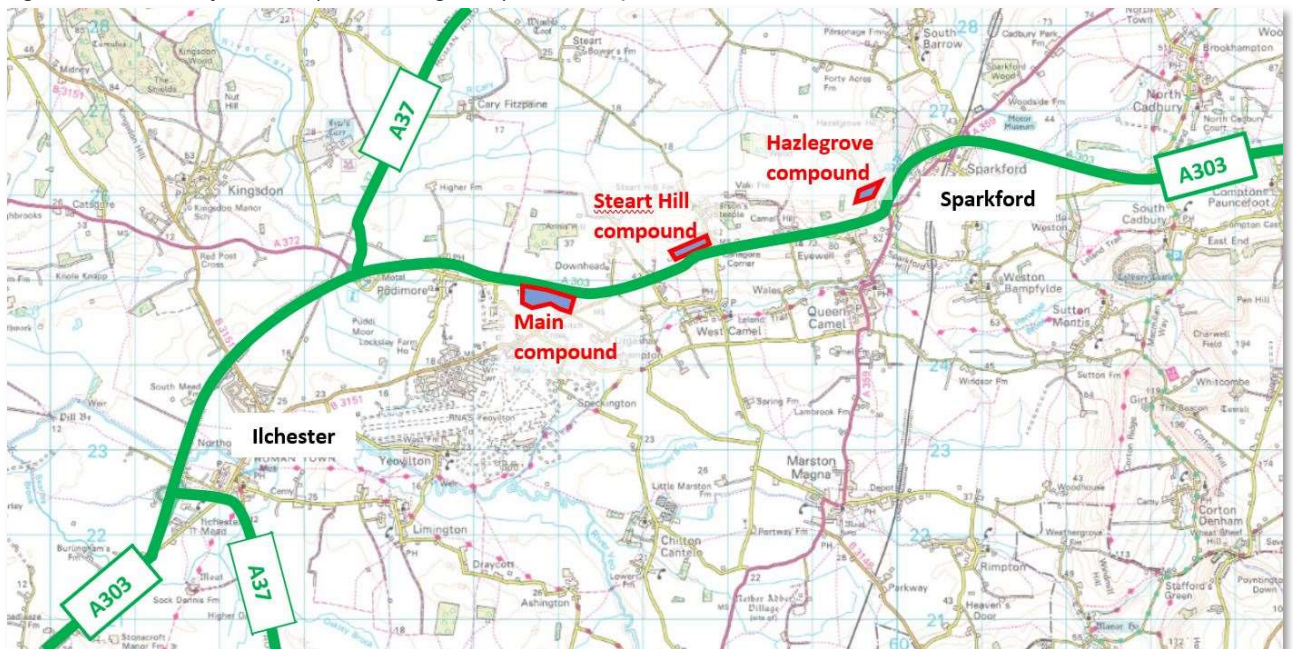
2.3 Proposed traffic management measures

Restrictions

- 2.3.1 Appendix A of this document contains details of the overall traffic management layout for the A303 which is expected to be in place for the duration of the works, from March 2020 until August 2022.

- 2.3.2 Single lane traffic in each direction of the A303 can be maintained for the majority of the construction period, with the exception of carriageway closures for tie-in works and installation of some of the traffic management. Each phase will require a number of traffic management set ups and it is envisaged that all traffic management schemes installed on the project will be 'Standard' as defined in clause D1.6.2 of Part 1 of the Traffic Signs Manual. Should any departures be required these will be discussed with Highways England, Avon & Somerset Police and Somerset County Council (as adjacent local highway authority).
- 2.3.3 Workspace requirements for each phase and associated section of the work will be in accordance with those defined in Part 1 of Chapter 8 of the Traffic Signs Manual, allowing for both working space and longitudinal and lateral safety zones. The need for temporary vehicle restraint system will be in accordance with TD19, IAN142/11 and Raising the Bar document 4.
- 2.3.4 All works traffic will be directed to use the A303 and A37 to approach the site. The A359 from Yeovil to Sparkford is not suitable for HGV traffic, as it has a 7.5T weight limit and in Queen Camel there are a number of existing priority traffic calming measures. Traffic approaching the site from the south can join the A303 from the A37 at Ilchester Meads. These proposed routes, along with the three compound locations, are illustrated in Figure 2.5.

Figure 2.5 Delivery routes (shown in green) and compound locations



Operating Lanes

- 2.3.5 Generally, one lane in each direction will be maintained at all times. Lane widths will be reduced to 3.5m and 3.25m when contraflow is used. The procedure for

the management of abnormally wide loads on the A303 will need to be reviewed during the planning of any reduction of running lane widths.

Speed Limits

- 2.3.6 Provisional details of temporary speed limits are provided in [Appendix C](#) of this document.
- 2.3.7 The existing speed limit on the single carriageway section of the A303 within the works area is 50mph. The approach and departure dual carriageway sections at Sparkford and Ilchester are national speed limit (70mph).
- 2.3.8 The proposed speed limit through the works taking into account 1+1 contraflow, temporary alignments and carriageways is likely to be 40mph. The eastbound approach to the works could be reduced to 40mph on the departure from Podimore Roundabout. This will prevent traffic from accelerating away from the roundabout to then be confronted with a temporary lower speed limit after a few hundred metres.
- 2.3.9 On the westbound approach to the works the A303 carriageway should be reduced to 50mph for around 1100m prior to the 40mph speed limit through the contraflow and into the works site.
- 2.3.10 Average Speed Cameras are often used to enforce speed limits through road works. These will be considered along with other potential measures to determine the most appropriate way in which to encourage and enforce compliance with temporary speed restrictions along the A303 and the local road network.
- 2.3.11 Some of the side roads will also benefit from temporary speed limits. Steart Hill, Howell Hill and Plowage Lane are already subject to 30mph limits. However, Traits Lane, the unnamed lane to Vale Farm, Downhead Lane and the B3151 are all currently derestricted although should temporarily be subject to speed reductions to between 20mph and 40mph.

Length of traffic management

- 2.3.12 The overall length of the A303 subject to traffic management (including the approach and departure lengths) is 7.5km. This will require a Departure from Standard (Traffic Signs Manual Chapter 8).

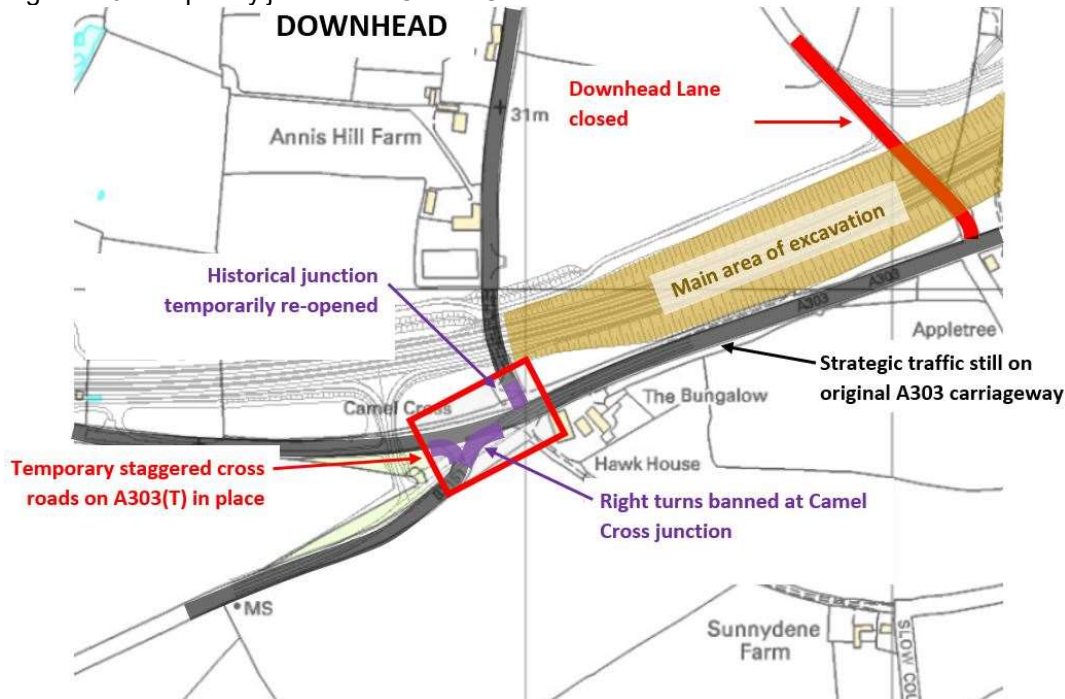
Carriageway closures

- 2.3.13 It will be necessary to close the A303 between Podimore Roundabout and Hazlegrove Roundabout for various items of permanent and temporary works.

These include installation of traffic management (for example contraflows and temporary road markings) installation and removal of the temporary earthworks Bailey bridge, surfacing and construction of tie-ins to existing carriageways.

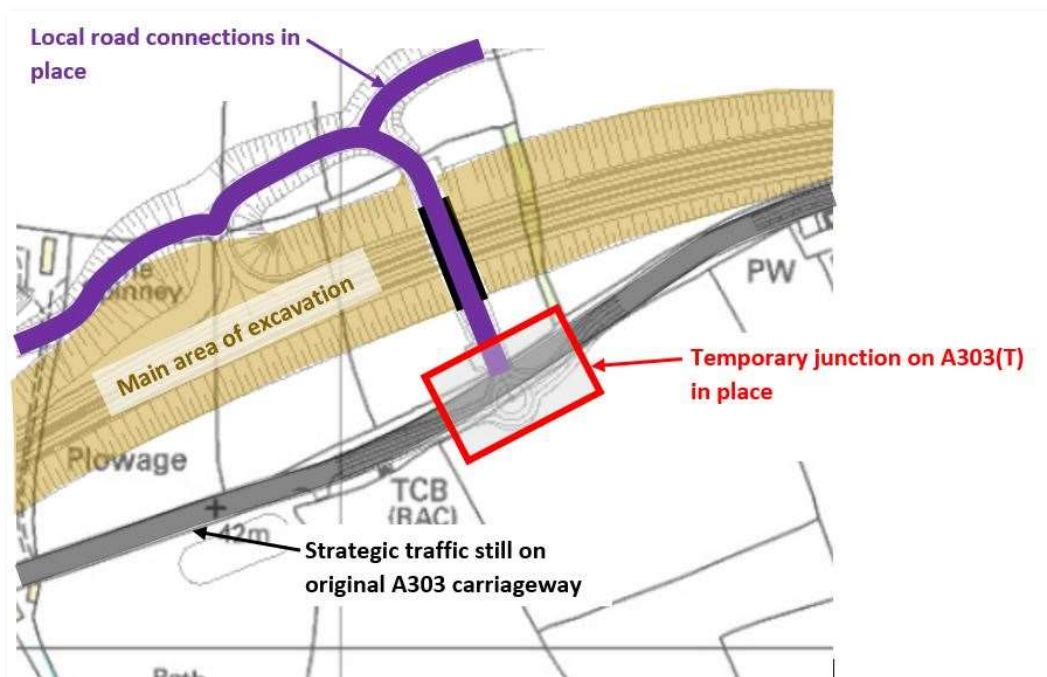
- 2.3.14 The majority of the A303 carriageway closures will be overnight (typically 2100hrs or 2200hrs to 0500hrs). Depending on final design detail, however, it is also anticipated that two extended closures (that is, 2000hrs Saturday to 1400hrs Sunday or 2200hrs Friday to 0500hrs Monday) will be required. Provisional details of these closures along with the diversion routes are provided in [the](#) appendix ~~Bees 2, 3 and 4~~ of this document.
- 2.3.15 The diversion route for the closure of the A303 between Sparkford and Podimore is via the A359 from Sparkford Roundabout to Yeovil and the A37 to the A303 at Ilchester. This is Highways England's diversion route and uses the A359 through Queen Camel where there are a number of narrow sections of carriageway with priority to oncoming traffic. When A303 traffic is diverted it would assist traffic flow if these sections were subject to traffic control (either two-way temporary traffic signals or STOP / GO). The current 7.5T weight limit (except for access) between Sparkford and Two Elms Road south of Marston Magna will be suspended when the A359 is used as a diversion route for the A303.
- 2.3.16 Side road closures will be required as the works progress. Provisional details of ~~these phasing of side road closures~~ and their associated diversion routes are provided in [the](#) appendix ~~Bees 2, 3 and 4~~ of this document.
- 2.3.17 A road safety audit will be conducted on each of the diversion routes prior to implementation.
- 2.3.18 As a result of the phasing of the local road construction two temporary junctions are likely to be required on the A303 whilst it still carries strategic traffic. Road safety audits will be undertaken on the design of these temporary junction layouts prior to their implementation.
- 2.3.19 The first temporary junction is at Camel Cross, where the diversion route for the closure of Downhead Lane involves the re-opening of a historical junction opposite the B3151. This is illustrated in Figure 2.6.

Figure 2.6 Temporary junction at Camel Cross



2.3.20 The second temporary junction will be at the proposed junction between the de-trunked A303 and Downhead Junction Link. The Downhead Junction link will be in place and will be carrying local traffic prior to the de-trunking of the A303. It will not be possible to construct the permanent solution (the 'Stear Hill Roundabout') until strategic traffic is running on the new dual carriageway. This is illustrated in Figure 2.7.

Figure 2.7 Temporary junction at Steart Hill Roundabout



Hardshoulder Running

2.3.21 Not applicable.

Adjacent Roadworks and other traffic management

2.3.22 Other major schemes being carried out potentially at the same time as the A303 Sparkford to Ilchester are the A358 Taunton to Southfields and the A303 Stonehenge to Berwick Down Improvement. It is also possible that small improvement schemes and street-works will be undertaken by Somerset County Council on roads affected by the scheme.

2.3.23 A Traffic Management Working Group ~~should~~will be established by Highways England's main contractor. The objective of this group would be to:

- Ensure ongoing co-ordination and co-operation between Highways England and Somerset County Council during the planning of the works.
- Ensure adequate information is prepared for review by Somerset County Council as the consenting authority for Temporary Traffic Regulation Orders.
- Ensure any significant traffic management operations (for example full weekend closures of the A303) are planned well in advance of their implementation.

2.3.24 The Traffic Management Working Group will meet on a monthly basis. The group will be chaired by the Main Contractor and be attended by the traffic management contractor's Traffic Safety and Control Officer (TSCO), Main Contractor's Project Manager, Highways England's Technical Advisor (TA), Highways England's Project Manager, Somerset County Council's Traffic Manager and Somerset County Council's Street-Works Co-ordinator~~comprise all relevant stakeholders~~. It is also recommended that the Project Team are represented at Somerset County Council's quarterly NRSWA co-ordination meetings.

Public and Bank Holidays

2.3.25 Traffic management schemes will remain in place and maintained during Public and Bank Holidays with the exception of full closures of the A303 which will not be permitted at such times.

2.3.26 Figure 2.9 provides details of all anticipated public and bank holidays throughout the works.

Significant events and seasonal traffic

2.3.27 The annual Air Day in July at RNAS Yeovilton attracts up to 40,000 visitors and this will need to be taken into account when planning the works. The A303 is a

main route to the south west and as such carries significant holiday traffic at certain times of the year. Traffic management activities will have to be planned to avoid or cause minimum disruption to holiday traffic.

2.3.28 Somerset County Council operate a traffic management embargo on local roads within the scheme area during the Glastonbury Festival. It should also be noted that SCC operate a local roads embargo for The Royal Bath and West Show in May and, whilst the embargo for this event is not likely to extend into the scheme area there may be indirect impacts.

2.3.29 Figure 2.8 provides details of all anticipated significant events throughout the works.

Figure 2.8 Public holidays and significant events (provisional dates)

School Holidays	Event	2020	2021	2022
Easter	Easter (start)	03-Apr-20	26-Mar-21	08-Apr-22
	Good Friday	10-Apr-20	02-Apr-21	15-Apr-22
	Easter Monday	13-Apr-20	05-Apr-21	18-Apr-22
	Easter (end)	19-Apr-20	11-Apr-21	24-Apr-22
	May Day	04-May-20	03-May-21	02-May-22
	Late May Day	25-May-20	31-May-21	30-May-22
	Glastonbury (start)	26-Jun-19	23-Jun-21	24-Jun-22
	Glastonbury (end)	30-Jun-19	27-Jun-21	28-Jun-22
	Yeovilton Air Day (Royal Navy International Air Day)	11-Jul-20	10-Jul-21	09-Jul-22
Summer	Summer (start)	20-Jul-20	19-Jul-21	18-Jul-22
	August Bank Holiday (also end of Summer)	31-Aug-20	30-Aug-21	29-Aug-22
Christmas	Christmas (start)	21-Dec-20	20-Dec-21	19-Dec-22
	Christmas Day BH	25-Dec-20	27-Dec-21	26-Dec-22
	Boxing Day BH	28-Dec-20	28-Dec-21	27-Dec-22
	Christmas (end)	03-Jan-21	03-Jan-22	03-Jan-23

Incident management

2.3.30 A number of measures can be put in place to assist with incident management, including continuous attendance on site of a Traffic Safety and Control Officer and traffic management maintenance crew who will patrol the works. Closed-Circuit Television (CCTV) installation may also assist and will be considered during detailed planning of the works.

2.3.31 -The detailed plan should consider whether it is appropriate that a vehicle recovery service is deployed. This could be in the form of site-based vehicles operating from a static compound(s) or in the form of a call out service managed from a remote control room such as Highways England have used on other schemes.

Incursion Risk Management

- 2.3.32 Vehicle incursions in to work areas are recognised as one of the highest risks to road worker safety. 250 incursions per month are regularly reported between operations and major projects on the strategic road network, the true figure could be much higher as there is a perception that incursions are normal and accepted as part of the job. An incursion is defined as ‘an intentional or unintentional unauthorised entry into temporary traffic management, by all or part of a vehicle being driven by members of the public or emergency services’.
- 2.3.33 The guidance and recommendations from the Highways Safety Hub will be adopted and current best practice will be used.

Driver compliance

- 2.3.34 The detailed plan should consider whether Average Speed Cameras should be deployed to enforce the temporary speed limit on the A303. This may be particularly useful on the approaches to the works at the lead-in tapers, where compliance with the temporary limit will greatly improve the flow of traffic.
- 2.3.35 Journey Time Reliability signing can significantly improve driver compliance as it gives reassurance that delays are not as severe as may be perceived. Mobile Variable Message Signs (VMS) can give actual durations to pass through the roadworks and times to remote destinations. This would be of particular use to westbound holiday traffic when information about the duration to M5 at J25 (Taunton) or M5 J29 (Exeter) could be given and consideration to the provision of these should be included in the detailed plan.

Communications Plan

- 2.3.36 A Communications Plan will be developed ~~in the detailed plan~~ during the ‘construction preparation’ stage and implemented throughout the construction stage. This plan will be prepared by the main contractor in accordance with the requirements of Highways England’s established Project Control Framework (PCF) and is intended to describe the arrangements for engaging local people, road users and stakeholders and then keeping them informed throughout construction ~~which will describe the process by which information is provided to stakeholders and interested parties~~. The document will identify all those who need to be informed about the works and level of engagement with them. Information about the works may be provided in various ways: - in the form of a site-specific Highways England webpage (with links from other websites, for example www.roadworks.org), social media, letter drops, public exhibitions and TV / radio presentations. The communication plan will detail response times for queries from the public. It will also show the process for issuing press statements and publicity around major events (that is, road closures or significant temporary alignment changes).

- 2.3.37 Roadside signage will be used to provide advance notice of intended works. This may be in the form of static signs or mobile variable message signs.
- 2.3.38 Engagement with the local and wider community, including businesses, ~~where it is possible to listen to their views / concerns and the formulation of e-solutions~~ on an ongoing basis will form an integral part of traffic management where this is possible.

Diversion Route selection

- 2.3.39 The anticipated diversion routes for the closure of the A303 are those currently used by the Area 2 Asset Support Contractor. These routes were agreed by Highways England and Somerset County Council in 2014. It is recommended that prior to use by the project, a formal Road Safety Audit is carried out or if this is not possible then an independent review of the routes to take account of the additional traffic which will be diverted along them.
- 2.3.40 A number of local diversion routes have been proposed for the side roads joining / leaving the A303 adjacent to the works. These are provided in Appendix B of this document.

Safety Measures

- 2.3.41 Measures in place to ensure the safety of customer groups, including road users and the work force are detailed throughout this document.

Human Factors

- 2.3.42 This section will need to be updated in detailed plan and draw upon the pilot studies carried out by Highways England as part of Task 73 (Human Factors Integration). These studies have been designed to help identify the type of efficiencies and value that can be delivered on live schemes from performing human factors activities. The studies looked at incident data review, incident trending, incident hotspot identification and incident reduction options.

2.4 Implications of traffic management measures

Operations

- 2.4.1 A Detailed Local Operating Agreement (DLOA) will be prepared and agreed with all relevant parties to define precisely which party is responsible for an activity and for response times. The DLOA will describe how each party co-ordinates their works to ensure there is minimal effect on each other's operations.

Maintenance activities

- 2.4.2 The ~~Detailed Local Operating Agreement~~[DLOLA](#) will set out the division of maintenance responsibility within the works limits.

Other service providers

- 2.4.3 It is not believed that there are any other service providers present on this section of the A303.

Public transport operators

- 2.4.4 Impact of the proposed traffic management on public transport will be assessed and mitigated during further stages of development of this plan, throughout 2019.

Emergency services

- 2.4.5 Impact of the proposed traffic management on emergency services will be assessed and mitigated during further stages of development of this plan, throughout 2019. In particular, the Chief Officer of the Police will be consulted in accordance with Article 19 of the draft Development Consent Order.

Abnormal loads

- 2.4.6 Impact of the proposed traffic management on the management of abnormal loads will be assessed and mitigated during further stages of development of this plan, throughout 2019. In particular, the procedure for management of abnormally wide vehicles will be reviewed with respect to proposals for narrow lane running on the A303.

3 Non-Motorised User Management Plan

3.1 Introduction

3.1.1 The management of off-carriageway highways and non-motorised user (NMU) facilities during construction will be dependant upon the construction sequencing adopted by the main contractor. The main contractor will develop this part of the detailed plan throughout 2019 in preparation for the commencement of construction. The following section contains outline proposals.

3.1.2 The local highway authority will be consulted during development of this plan.

3.2 General

3.2.1 Ten Public Rights of Way (PRoWs) will be affected by the scheme. PRoWs that are scheduled to be permanently closed (with no permanent alternative) as part of the works will be closed in March 2020 to facilitate construction works with diversions in place along alternative routes. This applies to 6 of the affected PRoWs (references Y30/28, Y27/29, Y27/21, WN23/32, WN23/10 and WN23/33).

3.2.2 PRoWs that are scheduled to be permanently diverted will, if possible, be diverted onto their new permanent route early in the construction process. However, if this is not possible temporary diversions will be required until the permanent route has been established. This applies to the remaining 4 PRoWs (references Y27/36, Y27/10, Y27/9 and WN23/12).

4 TM Plan Management

- 4.1.1 Management of this document during planning and implementation of traffic management works will be the responsibility of Highways England's main contractor.

Appendix A: Traffic management schematic

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Appendix B: Schematic drawings for diversion routes

Route	Closure of	Diversion via	Notes
1	A303 between Hazlegrove and Podimore Roundabouts	A359 / Yeovil / A37	
2	A303 between Wincanton and Hazlegrove Roundabout	A371 / Castle Cary / A359	
3	Westbound off-slip to Podimore	Podimore Roundabout	
4	Traits Lane and Gason Lane junctions with A303	A359 / Blackwell Road	
5	Stear Hill junction with A303 at Canegor Corner	Stear Hill / Babcary / Sparkford Road / High Street Sparkford	See Notes
6	Howell Hill junction with A303 at Canegore Corner	Fore Street / Keep Street	
7	Plowage Lane at junction with A303	Fore Street / Keep Street	
8	Downhead Lane junction with A303	Historical junction at Annis Hill Farm, Camel Cross	
9	B3151 junction with A303 at Camel Cross	B3151 / Ilchester / A37	See Notes

N.B. Implementation dates are to be confirmed during detailed planning of the works

N.B. it is anticipated that the Steart Hill and B3151 junctions will remain open throughout the works, although movement to and from the A303 may be restricted to left turning manoeuvres only. It may be necessary to close these junctions during overnight periods.

Appendix C: Temporary road closures and regulatory measures

Provisional schedule of temporary speed limits

Road	Approximate extent	Current speed	Provisional temporary speed limit
A303 (both directions)	Between Sparkford Railway Bridge and approx. 120m west of Hazlegrove Roundabout	National speed limit	40 mph
A303 (both directions)	Between approx. 120m west of Hazlegrove Roundabout and Podimore Bypass	50mph	40 mph
A303 (both directions)	Podimore Bypass	National speed limit	40 mph
A303 (westbound)	Sparkford railway bridge eastwards for approximately 1km	National speed limit	50 mph
B3151	Between 150m east of Stockwitch Cross and Camel Cross	National speed limit	40 mph
Westbound off slip to Podimore	Full extent	National speed limit	40 mph
Downhead Lane	Approach to A303	National speed limit	30 mph
Plowage Lane	Approach to A303	30mph	No change proposed
Stear Hill	Approach to A303	30 mph	No change proposed
Howell Hill	Approach to A303	30 mph	No change proposed
A359 High Street	Approach to Hazlegrove Roundabout	National speed limit	40 mph
A359 to Queen Camel	Approach to Hazlegrove Roundabout	National speed limit	40 mph

NB Implementation dates are to be confirmed during detailed planning of the works

Temporary speed limits are subject to further review during development of the detailed plan

Provisional schedule of temporary road closures / access restrictions

Road	Approximate extent	Timescales
A303	Between Hazlegrove Roundabout and Podimore Roundabout	2 full weekend (22:00hr Friday to 05:00 Monday) or 3 weeks of overnight closures. Possible overnight closures at other times.
B3151 / A303	Right turns banned to/from the A303 at Camel Cross junction	TBC
Downhead Lane	Approach to A303 to be temporarily via lane alongside Annis Hill Farm	TBC
Stear Hill	Right turns banned to/from the A303 at junction with A303 (Canegore Corner)	TBC
Howell Hill	Junction with A303 to be closed	TBC

N.B. permanent closures are not scheduled in this document

N.B. Implementation dates are to be confirmed during detailed planning of the works

Provisional schedule of temporary revocation of weight restriction

Road	Approximate extent	Timescales
A359	Between Hazlegrove Roundabout and Two Elms Road south of Marston Magna	2 full weekend periods (22:00hr Friday to 05:00 Monday) or 3 weeks of overnight closures. Possible overnight revocations at other times.

N.B. Implementation dates are to be confirmed during detailed planning of the works