

STOP! ALLIANCE BRIEFING on 100-Acre Junction

The complex revamp of the 100-Acre junction is a major component of Goodman's proposed development and millions of pounds are promised for

- ◆ A new bridge over the A303
- ◆ 8 sets of traffic signals where there are currently none
- ◆ A Vehicle Identification System for controlling the volume and direction of Business Park traffic
- ◆ Noise barriers.

But there are still potential problems

Layout

The proposed layout involves an inconvenient and potentially hazardous mixing of HGVs from the Business Park with local traffic using the Weyhill Road - this could have been avoided with a better design involving more direct access of Business Park traffic onto A303(E).

VIS difficulties

- it uses HGV detection technology which Goodman admit is unproven
- the system will be administered by the developer who has no interest in detecting transgressions
- lease and enforcement aspects have many legal questionmarks

Safety issues due to the close proximity of the A343 and 100-Acre junctions

On 10/7/2007 Highways Agency wrote to TVBC:

“ The Agency is concerned that the high volume of slow moving HGV traffic generated by this development would have a detrimental impact on the safe operation of this section of the Strategic road network as the HGV traffic will conflict with traffic weaving to exit at the A303/A343 junction.”

In that letter TVBC were asked to carry out an assessment of that problem, then In a further letter dated 24/04/2008, the Agency made the following statement:

“ The actual physical distance between the A303 Hundred Acre Roundabout and the A303/A343 Salisbury Road is below the absolute minimum of the design standard. Therefore, the calculations cannot be made or if they were you would be unable to make any sensible conclusions from the results.”

The ball seems to be firmly in the court of TVBC to decide if the junction is safe. The proposed considerable increase in HGV traffic risks changing the junction from sub-standard to dangerous, particularly at times of heavy holiday traffic or if an unexpected incident occurs on the 100-Acre roundabout. The liability for accidents and injury if permission were given for the development in the light of HA's advice must be a cause for consideration.

Latest HGV statistics from DfT (see <http://www.highways.gov.uk/knowledge/11528.aspx>):

- ◆ **HGVs involved with 8.7% of all casualties**
- ◆ **One in five accidents involved an HGV**
- ◆ **One third of all fatalities were in accidents involving HGVs**
- ◆ **One in four involving an HGV occurred at a junction**

So is the scale of this development, and its potential impact, just too big for this location?

STOP! ALLIANCE August 2008