



# Proof of Evidence

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on behalf of North Somerset Council

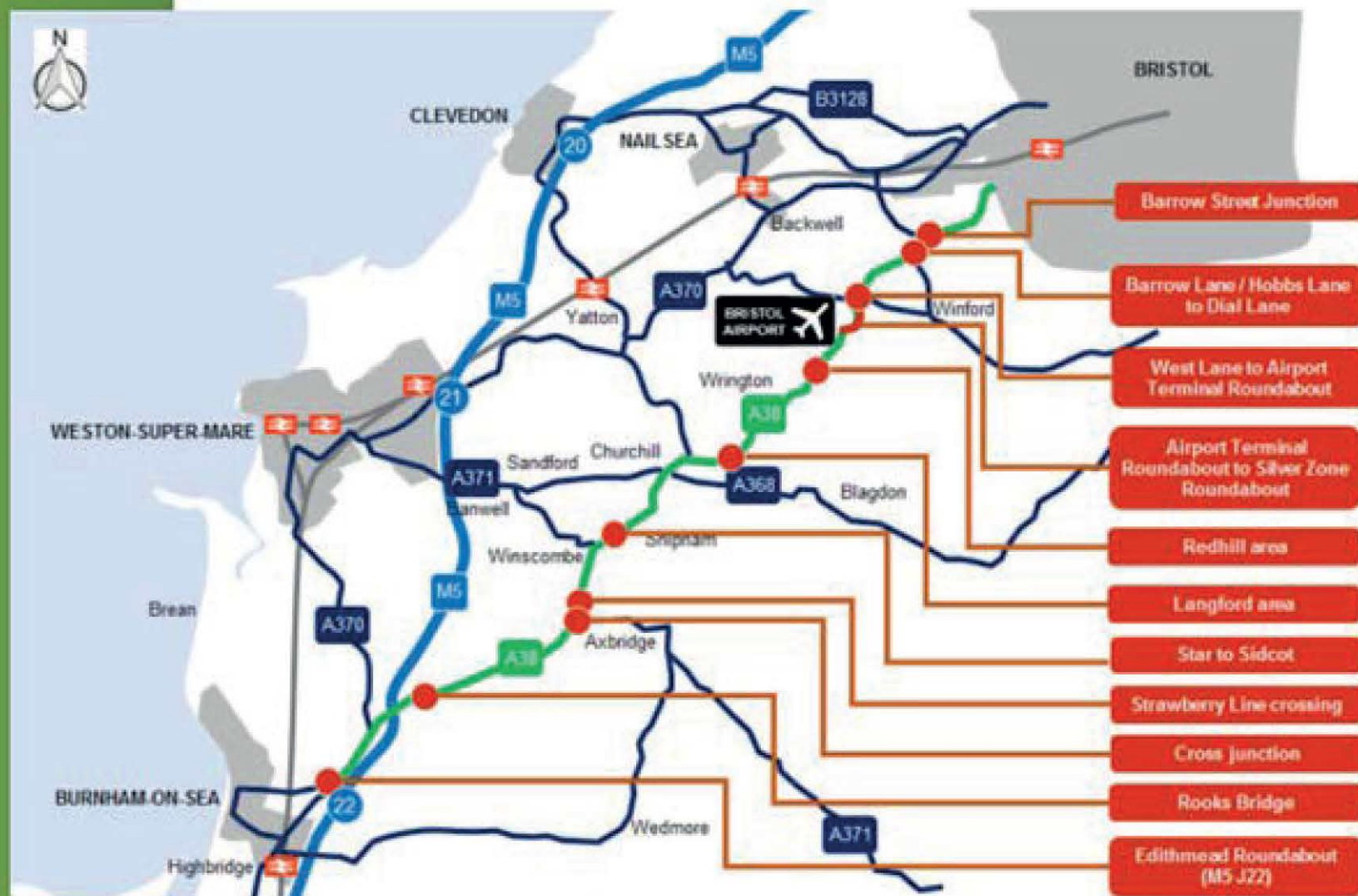
Public inquiry into The Bristol Airport Limited (Land at A38 and Downside Road) Compulsory Purchase Order 2020

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# Scheme Element Overview





North Somerset Council and Somerset  
County Council

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# **A38 MAJOR ROAD NETWORK**

Strategic Outline Business Case





North Somerset Council and Somerset County Council

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## **A38 MAJOR ROAD NETWORK**

Strategic Outline Business Case

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## **A38 MAJOR ROAD NETWORK**

### **Strategic Outline Business Case**

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ENVIRONMENTAL CONSTRAINTS PLAN

## **A38 / DOWNSIDE ROAD JUNCTION IMPROVEMENT**

- 2.2.8. As detailed earlier, proposed improvements at A38 Downside Road, West Lane and Dundry Lane have been identified for the JSP and will address an existing congestion issue at this junction, located immediately north of and connecting to the Bristol Airport access roundabout.
- 2.2.9. The improvement shown in Drg.No. 70056968-HGN-SK-040 would provide a reconfigured traffic signal controlled junction and an additional traffic lane on all arms at Downside Road. To secure additional capacity for MRN traffic, the right turn from West Lane would be banned with northbound traffic instead needing to turn left and complete a U-turn at the airport access roundabout.
- 2.2.10. This scheme requires some third party land that will be secured through negotiation. On completion, the scheme will provide additional highway capacity and significant benefits to MRN traffic with reduced queueing, delays and congestion and better journey time reliability.

## **WIDENING BETWEEN THE AIRPORT ACCESS & SILVER ZONE ROUNDABOUT**

- 2.2.11. The northbound entry to the airport access roundabout can be affected by queues blocking back from the existing Downside Road junction which affects the northbound traffic and the operation of airport bus services between the Silver Zone car parks and the airport terminal. This situation is exacerbated when the A38 is used for diverted ex-M5 traffic arising from an incident or for maintenance works on the motorway.
- 2.2.12. An improvement to the A38 across the end of the airport runway (see Drg.No. 70056968-HGN-SK-024) between the airport access and Silver Zone roundabouts would provide additional northbound lanes at the airport access roundabout to (a) reduce delay and congestion and (b) to complement and maximise the capacity benefits secured with the A38/Downside Road improvement. The arrangement would provide a dedicated left turn lane into the airport and two ahead lanes for MRN traffic on the A38. The scheme also provides a foot and cycleway adjacent to the road carriageway and between the roundabouts.
- 2.2.13. These works can be wholly accommodated within the existing highway boundary and will not affect the hedgerows alongside the A38 carriageway. This scheme, alongside the Downside Road improvement, will contribute to reduced overall journey times for MRN traffic on the A38.

## **A38 REDHILL SAFETY SCHEME**

- 2.2.14. Drg.No. 70056968-HGN-SK-023 details a safety scheme on the A38 at Redhill. Here the highway climbs as two lanes northbound towards the airport with a single lane southbound. The A38 twists through this section where there are a number of turning, junctions and property accesses. This has resulted in a number of incidents which this improvement seeks to address. With this scheme, the management of the A38 and side road access will be improved to address safety concerns with no detrimental impact to traffic on the MRN but will improve road safety, reliability and resilience.
- 2.2.15. This scheme can be provided within the existing highway boundary.