Appendix Table 5.1M Summary of matters raised in relation to Q4a of the feedback questionnaire in relation to proposals for the Ashill junction and the National Highways response

Row Number	Topic	Matters raised in response to consultation – matters copied verbatim	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Y/N or N/A)
1	Air quality	Objects to the provision of new parallel roads on each side of the A358 as considers their construction and operation will cause air pollution	The effects of the scheme on air quality are assessed and reported upon in Environmental Statement Chapter 5 Air quality (Document Reference 6.2). It predicts no exceedances of the Air Quality Objectives at human receptors associated with changes in operational traffic flows or speeds in the 'Base', 'Do Minimum' (without scheme) or 'Do Something' (with scheme) scenarios. With no exceedances of the Air Quality Objectives at receptor locations it is considered the proposed scheme would have no significant effects on air quality in relation to human health. Significant effects as a result of nitrogen (N) deposition have been predicted at ecological receptors as described in Environmental Statement Chapter 8 Biodiversity (Document Reference 6.2). Mitigation has been developed to compensate for this impact including protection and sensitive management of habitat, woodland creation and tree planting in locations away from the road.	Yes
2	Alternatives to the scheme	Suggests the scheme should be abandoned south of Henlade.	The Preferred Route Announcement made in June 2019 was made taking into account public consultation feedback, and the accompanying Scheme Assessment Report (Document Reference 7.6) set out the reasons for the selection of a preferred route, including appraisal of alternatives. National Highways has progressed the scheme accordingly, and the options assessment process is set out in Environmental Statement Chapter 3 Assessment of alternatives (Document Reference 6.2). Please refer to Chapter 2 (Document Reference 5.1) of this Consultation Report for further information. The section between Thornfalcon and Southfields is required to provide a continuous high-quality, high-performing dual carriageway across the strategic corridor, with safe overtaking opportunities. This would improve journey time reliability, allowing for higher speeds and faster connections, and improve safety by reducing accidents, for example by reducing the number of local lanes joining the A358.	N/A
3	Alternatives to the scheme	Highlights that there are traffic congestion problems with the existing A358 Taunton-Southfields at each end of the stretch. States that the Taunton end requires a by-passing of the village of Henlade and that this should be easily achieved by constructing a new carriageway between the existing Nexus roundabout and the start of the existing dual carriageway East of the village. The Southfields end requires continuing A303 traffic to be kept off the roundabout and that this should be easily achieved by means of a flyover across the roundabout for the A303 carriageway.	The Preferred Route Announcement made in June 2019 was made considering public consultation feedback, and the accompanying Scheme Assessment Report (Document Reference 7.6) set out the reasons for the selection of a preferred route, including appraisal of alternatives. National Highways has progressed the scheme accordingly, and the options assessment process is set out in Environmental Statement Chapter 3 Assessment of alternatives (Document Reference 6.2). Please refer to Chapter 2 of this Consultation Report (Document Reference 5.1) for further information. The section between Thornfalcon and Southfields is required to provide a continuous high-quality, high-performing dual carriageway across the strategic corridor, with safe overtaking opportunities. This would improve journey time reliability, allowing for higher speeds and faster connections, and improve safety by reducing accidents, for example by reducing the number of local lanes joining the A358. Part of the scheme includes upgrades to the Southfields roundabout so that we can safely adapt it to the new dual carriageway. Although a full upgrade of the roundabout is not included in these plans, National Highways are working on a future scheme for the A303 South Petherton to Southfields, carrying out a study on this section of the A303 to improve the flow of traffic. The A303 South Petherton to Southfields scheme is being considered as part of a pipeline of scheme that may be delivered through the third Road Investment Strategy (RIS3) period (2025-2030). In March 2023, Government announced the pipeline of schemes earmarked for RIS3 (covering 2025 to 2030) will continue to be developed but considered for delivery as part of RIS4 (beyond 2030). All the schemes in the pipeline programme remain uncommitted, with no guarantee they will be taken forward into construction.	Yes
4	Alternatives to the scheme	Suggests that more work should be done to resolve issues on the A303. Considers that currently there is little problem with the section of the A358 where Ashill junction is proposed.	Part of the scheme includes upgrades to the Southfields roundabout so that we can safely adapt it to the new dual carriageway. Although a full upgrade of the roundabout is not included in these plans, National Highways are working on a future scheme for the A303 South Petherton to Southfields, carrying out a study on this section of the A303 to improve the flow of traffic. The A303 South Petherton to Southfields scheme is being considered as part of a pipeline of scheme that may be delivered through the third Road Investment Strategy (RIS3) period (2025-2030). In March 2023, Government announced the pipeline of schemes earmarked for RIS3 (covering 2025 to 2030) will continue to be developed but considered for delivery as part of RIS4 (beyond 2030). All the schemes in the pipeline programme remain uncommitted, with no guarantee they will be taken forward into construction.	Yes
5	Alternatives to the scheme	Requests the Ashill junction be a standard over bridge with on/off roads leading from the dual carriageway immediately next to that carriageway	Mattock's Tree Green junction and Ashill junction have been designed in accordance with the appropriate standards (DMRB CD 122) taking into account the traffic levels and need for the slip roads to provide a safe means with which to exit or enter the A358 dual carriageway at high speed.	No

Row Number	Topic	Matters raised in response to consultation – matters copied verbatim	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Y/N or N/A)
			National Highways consider that the current proposals for Ashill junction are appropriate and in accordance with current standards and therefore do not consider the suggested changes to be necessary.	
6	Biodiversity	Concern the scheme will create environmental damage and negatively impact ecology	National Highways acknowledge concern over the level of environmental impact potentially arising from the scheme. The need for the scheme is established and set out in the Case for the Scheme (Document Reference 7.1). The proposals seek to address traffic congestion and safety issues that currently impact on local people and businesses (including reducing impacts on air quality), whilst seeking to improve connectivity for local residents and other road users. The proposals have been informed by extensive ecological surveys which have fed into the Environmental Impact Assessment (EIA) process. A mitigation hierarchy approach has been applied to the scheme design; seeking firstly to avoid, or reduce adverse effects on valued ecological features and then to mitigate those which cannot be reduced. Where impacts upon protected species and habitats have been identified, specific mitigation strategies have been developed and agreed with Natural England; these are included within the Environmental Statement (Document Reference 6.2). Areas of habitat creation are included within the scheme as replacement for those habitats lost to construction. These areas of habitat creation would include plant species of local provenance, in keeping with the character of the local landscape, and of benefit to biodiversity. Furthermore, habitat creation areas have been designed to, once established, improve ecological connectivity through the local landscape along the A358, by connecting up existing parcels of semi-natural habitats. In recognition of the time required for created habitats to provide an equivalent biodiversity value to those lost, larger areas of habitat would be created in comparison to those lost to ensure a net increase in habitat area. As detailed within the Environmental Management Plan (Document Reference 6.4, Appendix 2.1), these habitats would be subject to long-term management and monitoring to maximise the outcomes for biodiversity.	N/A
7	Biodiversity	Concern regarding the impact of proposals on wildlife as notes there is an abundance of owls, deer, newts and bats in the area.	National Highways acknowledge concern over the level of environmental impact potentially arising from the scheme. The need for the scheme is established and set out in the Case for the Scheme (Document Reference 7.1). The proposals seek to address traffic congestion and safety issues that currently impact on local people and businesses (including reducing impacts on air quality), whilst seeking to improve connectivity for local residents and other road users. The proposals have been informed by extensive ecological surveys which have fed into the Environmental Impact Assessment (EIA) process. A mitigation hierarchy approach has been applied to the scheme design; seeking firstly to avoid, or reduce adverse effects on valued ecological features and then to mitigate those which cannot be reduced. Where impacts upon protected species and habitats have been identified, specific mitigation strategies have been developed and agreed with Natural England; these are included within the Environmental Statement (Document Reference 6.2). Areas of habitat creation are included within the scheme as replacement for those habitats lost to construction. These areas of habitat creation would include plant species of local provenance, in keeping with the character of the local landscape, and of benefit to biodiversity. Furthermore, habitat creation areas have been designed to, once established, improve ecological connectivity through the local landscape along the A358, by connecting up existing parcels of semi-natural habitats. In recognition of the time required for created habitats to provide an equivalent biodiversity value to those lost, larger areas of habitat would be created in comparison to those lost to ensure a net increase in habitat area. As detailed within the Environmental Management Plan (Document Reference 6.4, Appendix 2.1), these habitats would be subject to long-term management and monitoring to maximise the outcomes for biodiversity.	N/A
8	Climate	Disagrees with the proposals for Ashill junction as considers it will harm the climate	National Highways is cognisant of the changes introduced by the Climate Change Act 2008 (2050 Target Amendment) Order 2019, and the net-zero ambition is set out within the amendments. The Secretary of State supports delivery of emission reductions through a system of five-year carbon budgets that set a trajectory for reducing greenhouse gas production to 2050. In response to the carbon budgets, the Department for Transport has published The Road to Zero which sets out steps towards cleaner road transport and delivering the Industrial Strategy. National Highways 'Net Zero Highways: our 2030/ 2040/ 2050 plans' outlines its ambitious plan to be net zero by 2050. National Highways is required by the National Policy Statement for National Networks to assess the effects of the scheme in relation to carbon emissions and climate change, including an assessment of the	No

Appendix Table 5.1M Summary of matters raised in relation to Q4a of the feedback questionnaire in relation to proposals for the Ashill junction and the National Highways response

Row Number	Topic	Matters raised in response to consultation – matters copied verbatim	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Y/N or N/A)
			significance of any increase within the context of the relevant UK carbon budget period. The climate assessment presented within the Preliminary Environmental Information (PEI) Report considered impacts over a 60 year period and compared emissions against the UK 4th carbon budget (construction emissions) and the 5th and 6th carbon budgets (for operation). This assessment has also been incorporated into Environmental Statement Chapter 14 Climate (Document Reference 6.2), which outlines the measures taken to avoid and mitigate carbon emissions through the design of the scheme. It also describes an assessment of any likely significant climate factors in accordance with the requirements of the Environmental Impact Assessment Regulations and concludes in all cases the emissions calculated demonstrated no impact on the ability of the UK Government to meet these carbon budgets, and no significant effect on climate.	
9	Climate	Objection to the proposed development. Concern that the proposal that fails to account for the Government declared climate emergency and it this seems to be entirely at odds with our legally binding obligation to cut emissions. Highlights that it will simply induce more road traffic.	National Highways is cognisant of the changes introduced by the Climate Change Act 2008 (2050 Target Amendment) Order 2019, and the net-zero ambition is set out within the amendments. The Secretary of State supports delivery of emission reductions through a system of five-year carbon budgets that set a trajectory for reducing greenhouse gas production to 2050. In response to the carbon budgets, the Department for Transport has published The Road to Zero which sets out steps towards cleaner road transport and delivering the Industrial Strategy. National Highways 'Net Zero Highways: our 2030/ 2040/ 2050 plans' outlines its ambitious plan to be net zero by 2050. National Highways is required by the National Policy Statement for National Networks to assess the effects of the scheme in relation to carbon emissions and climate change, including an assessment of the significance of any increase within the context of the relevant UK carbon budget period. The climate assessment presented within the Preliminary Environmental Information (PEI) Report considered impacts over a 60 year period and compared emissions against the UK 4th carbon budget (construction emissions) and the 5th and 6th carbon budgets (for operation). This assessment has also been incorporated into Environmental Statement Chapter 14 Climate (Document Reference 6.2), which outlines the measures taken to avoid and mitigate carbon emissions through the design of the scheme. It also describes an assessment of any likely significant climate factors in accordance with the requirements of the Environmental Impact Assessment Regulations and concludes in all cases the emissions calculated demonstrated no impact on the ability of the UK Government to meet these carbon budgets, and no significant effect on climate.	No
10	Climate	Highlights the need to respond to the climate and biodiversity emergencies and the need to move to zero / low carbon transport with low land take. Concern that the world is and needs to change rapidly the whole scheme is out of date and hugely damaging to the environment.	National Highways acknowledge concern over the level of environmental impact potentially arising from the scheme. The need for the scheme is established and set out in the Case for the Scheme (Document Reference 7.1). The proposals seek to address traffic congestion and safety issues that currently impact on local people and businesses (including reducing impacts on air quality), whilst seeking to improve connectivity for local residents and other road users. As part of the design development, we have adopted a mitigation hierarchy, aiming first to avoid impacts, and then to mitigate those we are unable to avoid. The mitigation measures we have adopted are described in the Environmental Statement (Document Reference 6.2). National Highways is cognisant of the changes introduced by the Climate Change Act 2008 (2050 Target Amendment) Order 2019, and the net-zero ambition is set out within the amendments. The Secretary of State supports delivery of emission reductions through a system of five-year carbon budgets that set a trajectory for reducing greenhouse gas production to 2050. In response to the carbon budgets, the Department for Transport has published The Road to Zero which sets out steps towards cleaner road transport and delivering the Industrial Strategy. National Highways 'Net Zero Highways: our 2030/ 2040/ 2050 plans' outlines its ambitious plan to be net zero by 2050. National Highways is required by the National Policy Statement for National Networks to assess the effects of the scheme in relation to carbon emissions and climate change, including an assessment of the significance of any increase within the context of the relevant UK carbon budget period. The climate assessment presented within the Preliminary Environmental Information (PEI) Report considered impacts over a 60 year period and compared emissions against the UK 4th carbon budget (construction emissions) and the 5th and 6th carbon budgets (for operation). This assessment has also been incorporated into	No

Row Number	Topic	Matters raised in response to consultation – matters copied verbatim	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Y/N or N/A)
			Environmental Statement Chapter 14 Climate (Document Reference 6.2), which outlines the measures taken to avoid and mitigate carbon emissions through the design of the scheme. It also describes an assessment of any likely significant climate factors in accordance with the requirements of the Environmental Impact Assessment Regulations and concludes in all cases the emissions calculated demonstrated no impact on the ability of the UK Government to meet these carbon budgets, and no significant effect on climate.	
11	Construction	Concern the construction of the scheme will create noise and air pollution	The effects of the scheme in relation to noise (during both construction and operation) have been assessed. This is reported in Environmental Statement Chapter 11 Noise and vibration (Document Reference 6.2), which also sets out the measures that National Highways proposes to mitigate adverse noise effects. For example, where residents would be impacted by noise as a result of the scheme, the design includes the use of low noise surfacing, cuttings, acoustic bunds and other physical features to reduce noise impacts during operation and best practicable means including some localised noise screening and low vibration plant during construction. National Highways has also produced an Environmental Management Plan (Document Reference 6.4, Appendix 2.1), which explains how the impact of construction activities will be managed.	No
12	Consultation	Requests national highways consider the issues raised at consultation	As set out in the main body of the Consultation Report (Document Reference 5.1), National Highways recognises the importance of engaging with local residents and businesses throughout the DCO process and has carefully considered all consultation and engagement feedback from individuals and organisations, making some design changes as a result. It is intended that engagement with stakeholders will continue throughout examination, detailed design and construction. Information on how consultation responses are dealt with is available in the Consultation Report (Document Reference 5.1). Following the 2021 statutory consultation, design changes to the scheme proposals were made and these were published in the 'Responding to feedback from 2021 public consultation' document on the National Highways website (https://highwaysengland.citizenspace.com/he/a358-taunton-to-southfields-2022-sup-consultation/). These were then consulted on during the 2022 supplementary consultation.	N/A
13	Consultation	States that further information on traffic flow is needed prior to any local agreement	A Technical Traffic Note was published to help people understand the likely traffic impacts of the proposed scheme so that they could make an informed response to the statutory consultation. The note was sufficiently detailed for the purposes of consultation and included information about traffic modelling, traffic flow and journey time, value for money assessment and impacts of Covid-19 on traffic. To support the supplementary consultation, an updated Technical Traffic Note was published, which included additional information on likely junction performance, accidents and mitigation on the local road network and proposed design changes. Furthermore, a 2D interactive mapping tool was provided to demonstrate traffic flow information, routeing and journey times. The methodology and results of the traffic modelling is reported in more detail in the Combined Modelling and Appraisal Report (Document Reference 7.4).	N/A
14	Consultation	Supports the Community of Parishes and the West Hatch Parish Council response in relation to the proposals for Ashill junction	National Highways acknowledges support for responses provided to the consultation by the Community of Parishes and individual parish councils. Full responses to each of the matters raised can be found in the Consultation Report Appendix 5.2 Table 5.2B, Appendix 6.4 and Appendix 8.2 Table 8.2B (Document Reference 5.2). Suggested alternative proposals have been considered and some elements have been adopted into the scheme design.	N/A
15	Economics	Considers the proposals for Ashill junction is a waste of public money	The South West's economy is under-performing compared to the UK average. Local councils and business leaders agree that upgrading the rest of the A303/A358 corridor to dual carriageway would help connect the South West better to neighbouring regions, unlocking its potential for growth and supporting plans for more homes and jobs. National Highways assess the costs and benefits of the scheme using a number of different assessments to understand impacts including journey time savings to road users, road safety, wider economic impacts, and a range of environmental aspects. The project is reviewed by both National Highways and the Department for Transport to examine whether the benefits outweigh the costs, and whether the business case for the scheme is sufficiently strong to support delivery. This is reviewed at every stage of work to determine whether the scheme delivery should be continued; the scheme has already gone through a strategic outline business case, and the preliminary design stage sets out the outline business case (a more detailed version). A full business case will be prepared during construction preparation if the Development Consent Order is granted.	N/A

Appendix Table 5.1M Summary of matters raised in relation to Q4a of the feedback questionnaire in relation to proposals for the Ashill junction and the National Highways response

Row Number	Topic	Matters raised in response to consultation – matters copied verbatim	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Y/N or N/A)
			The proposed scheme is part of the Government's second Road Investment Strategy (RIS2), which identifies parts of the strategic road network that need upgrading to improve safety, connectivity, and reliability for its users. Details of the economic appraisal of the scheme, which forms the basis for the value for money assessment, are provided in the Combined Modelling and Appraisal Report (Document Reference 7.4). Journey time savings are forecast to be in the order of 5 to 7 minutes during most times of day. This equates to a saving of more than 30% during most times of day.	
16	Economics	Disagrees with the proposals for the Ashill junction as considers there will be a huge expense	The South West's economy is under-performing compared to the UK average. Local councils and business leaders agree that upgrading the rest of the A303/A358 corridor to dual carriageway would help connect the South West better to neighbouring regions, unlocking its potential for growth and supporting plans for more homes and jobs. National Highways assess the costs and benefits of the scheme using a number of different assessments to understand impacts including journey time savings to road users, road safety, wider economic impacts, and a range of environmental aspects. The project is reviewed by both National Highways and the Department for Transport to examine whether the benefits outweigh the costs, and whether the business case for the scheme is sufficiently strong to support delivery. This is reviewed at every stage of work to determine whether the scheme delivery should be continued; the scheme has already gone through a strategic outline business case, and the preliminary design stage sets out the outline business case (a more detailed version). A full business case will be prepared during construction preparation if the Development Consent Order is granted. The proposed scheme is part of the Government's second Road Investment Strategy (RIS2), which identifies parts of the strategic road network that need upgrading to improve safety, connectivity, and reliability for its users. Details of the economic appraisal of the scheme, which forms the basis for the value for money assessment, are provided in the Combined Modelling and Appraisal Report (Document Reference 7.4). Journey time savings are forecast to be in the order of 5 to 7 minutes during most times of day. This equates to a saving of more than 30% during most times of day.	N/A
17	Engineering design	States that the proposed Southfields Roundabout design is poor, that the slip road on to the eastbound A303 needs to be longer otherwise it will become a 'parking lot' and increase traffic on local roads as access to Ilminster and Chard is blocked	Part of the scheme includes upgrades to the Southfields roundabout so that we can safely adapt it to the new dual carriageway. Although a full upgrade of the roundabout is not included in these plans, National Highways are working on a future scheme for the A303 South Petherton to Southfields, carrying out a study on this section of the A303 to improve the flow of traffic. The A303 South Petherton to Southfields scheme was being considered as part of a pipeline of scheme that may be delivered through the third Road Investment Strategy (RIS3) period (2025-2030). In March 2023, Government announced the pipeline of schemes earmarked for RIS3 (covering 2025 to 2030) will continue to be developed but considered for delivery as part of RIS4 (beyond 2030). All the schemes in the pipeline programme remain uncommitted, with no guarantee they will be taken forward into construction.	Yes
18	Engineering design	Requests Stewley-Ashill junction be retained and that improvements are made to Sugg's Lane	National Highways acknowledge concerns over existing local roads. The scheme aims at reducing traffic through local towns and villages closing a number of existing accesses in order to avoid rat running. Where there would be increases in traffic on local roads, National Highways has agreed an approach with Somerset Council, the highway authority for these roads, to assess the forecast traffic impacts and determine whether mitigation is required. As part of the scheme, mitigation measures are proposed to help ensure that the increases in traffic do not have a detrimental impact on aspects such as traffic congestion or road safety on the local road network. Engagement with Somerset Council on the detailed design details of the local roads mitigation will continue into the next design stage.	No
19	Engineering design	Concerned there are not enough junctions for local villages in the proposals.	The Preferred Route Announcement made in June 2019 was made considering taking into account public consultation feedback, and the accompanying Scheme Assessment Report (Document Reference 7.6) set out the reasons for the selection of a preferred route, including appraisal of alternatives. National Highways has progressed the scheme accordingly, and the options assessment process is set out in Chapter 3 Assessment of Alternatives of the Environmental Statement (Document Reference 6.2). Please refer to Chapter 2 of this Consultation Report for further information. The National Highways delivery plan for 2020 – 2025 confirms that we're committed to delivering a high-quality and high-performing dual carriageway route along the A303/A358 corridor, not an expressway or a	No

Row Number	Topic	Matters raised in response to consultation – matters copied verbatim	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Y/N or N/A)
			motorway. This represented a change to the Government's first road investment Strategy (RIS1) intention to create a new Expressway corridor into the region, but the second Road Investment Strategy (RIS2) revised this intention, taking into account an expressway prohibits the use of farm vehicles, and the local area is rural in nature. As part of the scheme National Highways would permit local traffic and agricultural traffic to join the strategic network in a safe way via a limited number of junctions. For the A358 to become a high quality dual carriageway, junctions along its length must provide a safe means with which to exit or enter the A358 dual carriageway at high speed, complying with Design Manual for Roads and Bridges CD 122. As such, all of the direct local road accesses have been removed and access to the A358 is from new grade separated junctions at Mattock's Tree Green and Ashill. The scheme has been designed to the standards set out in GD 300. As such, any new intermediate junctions that are constructed as part of the scheme would need to take the form of a full grade- separated junction similar to the one near Ashill or Mattock's Tree Green.	
20	Engineering design	Considers proposals for Ashill junction overengineered and suggests a slip road onto an improved Ilminster bypass is what is needed.	Ashill junction is one of the two proposed grade-separated junctions on the scheme. It is an 'all-movements' junction, which means all movements would be possible regardless of the approach road used. This would provide excellent connectivity for both local and regional traffic, which is a key scheme objective. Ashill junction has been designed in accordance with the appropriate standards (Design Manual for Roads and Bridges CD 122) taking into account the traffic levels and need for the slip roads to provide a safe means with which to exit or enter the A358 dual carriageway at high speed. Part of the scheme includes upgrades to the Southfields roundabout so that we can safely adapt it to the new dual carriageway. Although a full upgrade of the roundabout is not included in these plans, National Highways are working on a future scheme for the A303 South Petherton to Southfields, carrying out a study on this section of the A303 to improve the flow of traffic. The A303 South Petherton to Southfields scheme was being considered as part of a pipeline of schemes that may be delivered through the third Road Investment Strategy (RIS3) period (2025-2030). In March 2023, Government announced the pipeline of schemes earmarked for RIS3 (covering 2025 to 2030) will continue to be developed but considered for delivery as part of RIS4 (beyond 2030). All the schemes in the pipeline programme remain uncommitted, with no guarantee they will be taken forward into construction.	No
21	Engineering design	Requests the number of tarmac lanes be included within the application to the council	Ashill Junction comprises of four slip roads for all-movements access to and from the A358 mainline each with a single lane widening to two for right/left manoeuvres. Ashill Road, Stewley Link and Broadway Street link are all single carriageway with one lane in each direction.	No
22	Engineering design	Suggests the junction is elaborate with 6 T-junctions and assumes this design has been chosen for cost effectiveness. Questions if this is a safer option than a roundabout and proposes combining the two off-ramps, and two on-ramps into a roundabout or alternatively two smaller roundabouts that combine the overbridge and eastbound/westbound on/off-ramps respectively.	Ashill junction has been designed in accordance with the appropriate standards (Design Manual for Roads and Bridges CD 122) taking into account the traffic levels and need for the slip roads to provide a safe means with which to exit or enter the A358 dual carriageway at high speed. A dumbbell roundabout option was considered in the earlier stages of design but was discounted based on the low traffic volumes expected against the increased cost the junction.	No
23	Engineering design	Considers it would be better to space the junctions out along the road and move Ashill junction towards Taunton, as considers this would give road users more time to ensure they are in the correct lane	The Preferred Route Announcement made in June 2019 was made considering taking into account public consultation feedback, and the accompanying Scheme Appraisal Assessment Report (Document Reference 7.6) set out the reasons for the selection of a preferred route, including appraisal of alternatives. The location of the Ashill junction was decided at the scheme options stage. National Highways has progressed the scheme accordingly, and the options assessment process is set out in Chapter 3 Assessment of alternatives of the Environmental Statement (Document Reference 6.2). Please refer to Chapter 2 of this Consultation Report for further information. National Highways are adopting the latest design standards for the A358 Taunton to Southfields scheme which includes GD 300. This is part of the Design Manual for Roads and Bridges (DMRB) and includes requirements and advice for new and upgraded all-purpose trunk roads, covering four different levels of provision. Specifically, the scheme is being designed as a Level 2 dual carriageway which means it will have All-Purpose Trunk Road designation and will be accessible to agricultural vehicles.	No
24	Engineering design	Considers the only improvements needed are either end of the connection to the A303 and the M5 and the Henlade Bypass	The Preferred Route Announcement made in June 2019 was made taking into account public consultation feedback, and the accompanying Scheme Assessment Report (Document Reference 7.6) set out the reasons for the selection of a preferred route, including appraisal of alternatives. National Highways has	No

Row Number	Topic	Matters raised in response to consultation – matters copied verbatim	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Y/N or N/A)
			progressed the scheme accordingly, and the options assessment process is set out in Environmental Statement Chapter 3 Assessment of alternatives (Document Reference 6.2). Please refer to Chapter 2 of this Consultation Report for further information. The section between Thornfalcon and Southfields is required to provide a continuous high-quality, high-performing dual carriageway across the strategic corridor, with safe overtaking opportunities. This would improve journey time reliability, allowing for higher speeds and faster connections, and improve safety by reducing accidents, for example by reducing the number of local lanes joining the A358. Part of the scheme includes upgrades to the Southfields roundabout so that we can safely adapt it to the new dual carriageway. Although a full upgrade of the roundabout is not included in these plans, National Highways are working on a future scheme for the A303 South Petherton to Southfields, carrying out a study on this section of the A303 to improve the flow of traffic. The A303 South Petherton to Southfields scheme was being considered as part of a pipeline of scheme that may be delivered through the third Road Investment Strategy (RIS3) period (2025-2030). In March 2023, Government announced the pipeline of schemes earmarked for RIS3 (covering 2025 to 2030) will continue to be developed but considered for delivery as part of RIS4 (beyond 2030). All the schemes in the pipeline programme remain uncommitted, with no guarantee they will be taken forward into construction.	
25	Engineering design	Considers improvements are required to include better on-slips, roads and a bridge over the existing A358.	For the A358 to become a high-quality, high-performing dual carriageway, junctions along its length must provide a safe means with which to exit or enter the A358 dual carriageway at high speed, complying with Design Manual for Roads and Bridges CD 122. As such, most of the direct local road accesses have been removed and access to Mattock's Tree Green junction and Ashill junction are provided.	N/A
26	Engineering design	Suggests rather than Ashill junction there should be a slip road on to an improved and widened Ilminster bypass that starts just after Cad Road.	For the A358 to become a high-quality, high-performing dual carriageway, junctions along its length must provide a safe means with which to exit or enter the A358 dual carriageway at high speed, complying with Design Manual for Roads and Bridges CD 122. As such, most of the direct local road accesses have been removed and access to Mattock's Tree Green junction and Ashill junction are provided. The scheme has been designed to the standards set out in GD 300. As such, any new intermediate junctions that are constructed as part of the scheme would need to take the form of a full grade-separated junction similar to the one near Ashill or Mattock's Tree Green. Factors such as the cost, value for money and environmental impacts of this additional junction also need to be considered. A review of the amount of traffic that would be likely to use additional junctions does not justify the costs or environmental impacts of these junctions.	Yes
27	Engineering design	Suggests slip roads would be more appropriate and would mitigate these disadvantages and the adverse impacts on the village of Ashill.	For the A358 to become a high-quality, high-performing dual carriageway, junctions along its length must provide a safe means with which to exit or enter the A358 dual carriageway at high speed, complying with Design Manual for Roads and Bridges CD 122. As such, most of the direct local road accesses have been removed and access to Mattock's Tree Green junction and Ashill junction are provided. The scheme has been designed to the standards set out in GD 300. As such, any new intermediate junctions that are constructed as part of the scheme would need to take the form of a full grade-separated junction similar to the one near Ashill or Mattock's Tree Green. Factors such as the cost, value for money and environmental impacts of this additional junction also need to be considered. A review of the amount of traffic that would be likely to use additional junctions does not justify the costs or environmental impacts of these junctions.	Yes
28	Engineering design	Objects to proposals as considers proposals for Ashill junction overly complicated. Suggests the junction would be simpler if an ordinary dual carriageway was built.	Ashill junction has been designed in accordance with the appropriate standards (Design Manual for Roads and Bridges CD 122) taking into account the traffic levels and need for the slip roads to provide a safe means with which to exit or enter the A358 dual carriageway at high speed.	No
29	Engineering design	Suggests that Ashill illage should be bypassed as considers additional traffic through local villages to be unacceptable in a new design.	National Highways acknowledges concern related to the forecast rise in traffic flow through Ashill with the proposed A358 scheme in place. During the 2021 statutory consultation, it was noted that there was concern about the rise in traffic flow forecast through the village of Ashill. As a result, National Highways proposed some changes along the Old A358 though Ashill which would reduce driver speeds and therefore improve safety for all road users. The changes proposed are to narrow the road, build sections of kerbs or footways into the road and improved pedestrian crossing facilities at several locations through the village as well as enhancing road signing and marking. These measures would reduce driver speeds and therefore improve safety for all users.	Yes
30	Engineering design	Objects to proposals for Ashill junction. Copied response from 4a) of the Community of Parishes response.	National Highways acknowledges support for responses provided to the consultation by the Community of Parishes and individual parish councils. Full responses to each of the matters raised can be found in the	No

Row Number	Topic	Matters raised in response to consultation – matters copied verbatim	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Y/N or N/A)
			Consultation Report Appendix 5.2 Table 5.2B, Appendix 6.4 and Appendix 8.2 Table 8.2B (Document Reference 5.2). Suggested alternative proposals have been considered and some elements have been adopted into the scheme design.	
31	Engineering design	Supports the statements given in Item 4a) of the Community of Parishes response.	National Highways acknowledges support for responses provided to the consultation by the Community of Parishes and individual parish councils. Full responses to each of the matters raised can be found in the Consultation Report Appendix 5.2 Table 5.2B, Appendix 6.4 and Appendix 8.2 Table 8.2B (Document Reference 5.2). Suggested alternative proposals have been considered and some elements have been adopted into the scheme design.	No
32	Engineering design	Copied response from 4a) of the Community of Parishes responses.	National Highways acknowledges support for responses provided to the consultation by the Community of Parishes and individual parish councils. Full responses to each of the matters raised can be found in the Consultation Report Appendix 5.2 Table 5.2B, Appendix 6.4 and Appendix 8.2 Table 8.2B (Document Reference 5.2). Suggested alternative proposals have been considered and some elements have been adopted into the scheme design.	No
33	Engineering design	Supports proposals for the new Ashill Junction and considers there to not be any further revisions needed to the design.	National Highways acknowledges the general support received in relation to the design proposals for Ashill junction.	N/A
34	Engineering design	Supports proposals for Ashill junction as considers it a good design.	National Highways acknowledges the general support received in relation to the design proposals for Ashill junction.	N/A
35	Engineering design	Considers the junction to be in the most logical place when taking into account Ilton, Rapps and residential properties.	National Highways acknowledges the general support received in relation to the design proposals for Ashill junction.	N/A
36	Engineering design	Supports the proposals now that Broadway has been connected.	National Highways acknowledges the general support received in relation to the design proposals for Ashill junction.	N/A
37	Engineering design	Considers the new Ashill junction as a reasonable proposal.	National Highways acknowledges the general support received in relation to the design proposals for Ashill junction.	N/A
38	Engineering design	Supports the proposals for the Ashill junction and considers them necessary.	National Highways acknowledges the general support received in relation to the design proposals for Ashill junction.	N/A
39	Engineering design	Support for proposals for Ashill junction as these are considered logical.	National Highways acknowledges the general support received in relation to the design proposals for Ashill junction.	N/A
40	Engineering design	Support for proposals for the new Ashill junction as it is considered that these are reasonable.	National Highways acknowledges the general support received in relation to the design proposals for Ashill junction.	N/A
41	Engineering design	Considers the new Ashill junction as relatively straightforward.	National Highways acknowledges the general support received in relation to the design proposals for Ashill junction.	N/A
42	Engineering design	Supports proposals for the new Ashill junction as considers them the sensible solution.	National Highways acknowledges the general support received in relation to the design proposals for Ashill junction.	N/A
43	Engineering design	Support proposals for the new Ashill junction to improve congestion issues experienced in this location.	National Highways acknowledges the general support received in relation to the design proposals for Ashill junction.	N/A
44	Engineering design	Supports proposals for the new Ashill junction.	National Highways acknowledges the general support received in relation to the design proposals for Ashill junction.	N/A
45	Engineering design	Supports proposals for Ashill junction as considers them to have taken a reasonable approach.	National Highways acknowledges the general support received in relation to the design proposals for Ashill junction.	N/A
46	Engineering design	Supports proposals for the Ashill junction as considers any option that removes the current blackspot on the road to be favourable.	National Highways acknowledges the general support received in relation to the design proposals for Ashill junction.	N/A
47	Engineering design	Supports proposals for Ashill junction as consider it will be a fairly quiet junction and therefore the proposals are reasonable.	National Highways acknowledges the general support received in relation to the design proposals for Ashill junction.	N/A
48	Engineering design	Considers the proposals for Ashill junction to not be well suited to the rural setting.	National Highways recognises the significance and sensitivity of the landscape. The Landscape and Visual Assessment (LVIA) assesses and reports the landscape and visual impacts of the scheme on local landscape and visual receptors, as outlined in Environmental Statement Chapter 7 Landscape and visual effects. Where it is possible to do so for a development of this nature, mitigation measures have been implemented to avoid or minimise impacts and retain local character and visual amenity.	No
49	Engineering design	Considers the new Ashill junction is inappropriate for the rural south	National Highways recognises the significance and sensitivity of the landscape. The Landscape and Visual Assessment (LVIA) assesses and reports the landscape and visual impacts of the scheme on local landscape and visual receptors, as outlined in Environmental Statement Chapter 7 Landscape and visual effects. Where it is possible to do so for a development of this nature, mitigation measures have been implemented to avoid or minimise impacts and retain local character and visual amenity.	No
50	Engineering design	Objection to proposals for the Ashill junction. Comment that there is no flyover junction now for Broadway road to Catherine Wheel/Ilton. Queries whether it would be an underpass or bridge.	National Highways notes the objection to proposals for the Ashill junction. The scheme would not provide a new grade separated junction with Broadway Road. North to south routing between Broadway and Ilton is provided via the proposed Broadway link (parallel to the A385) with connection to Ashill Road which crosses the scheme via overbridge and the Ashill Junction, onwards to Ilton via Rapps Road.	No

Appendix Table 5.1M Summary of matters raised in relation to Q4a of the feedback questionnaire in relation to proposals for the Ashill junction and the National Highways response

Row Number	Topic	Matters raised in response to consultation – matters copied verbatim	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Y/N or N/A)
51	Engineering design	Objection to proposals for the Ashill junction as it would result in a detour for commuting cyclists/walkers.	As an outcome of consultation, a new overbridge at Jordans Farm would connect the old A358 at Horton Cross and Cad Road. The overbridge would be classified as a restricted byway, shared use with the landowner and very lightly trafficked. This would be a marginal detour compared to the existing route but the grade separated crossing would be safer and more attractive.	Yes
52	Engineering design	Objects to proposals as considers the junction too complicated.	Ashill junction has been designed in accordance with the appropriate standards (DMRB CD 122) taking into account the traffic levels and need for the slip roads to provide a safe means with which to exit or enter the A358 dual carriageway at high speed.	No
53	Engineering design	Queries whether the large size of the junction proposed at Ashill is required.	National Highways are adopting the latest design standards for the A358 Taunton to Southfields scheme which includes GD 300. This is part of the Design Manual for Roads and Bridges (DMRB) and includes requirements and advice for new and upgraded all-purpose trunk roads, covering four different levels of provision. Specifically, the scheme is being designed as a Level 2 dual carriageway which means it will have All-Purpose Trunk Road designation and will be accessible to agricultural vehicles. Ashill junction has been designed in accordance with the appropriate standards (DMRB CD 122) taking into account the traffic levels and need for the slip roads to provide a safe means with which to exit or enter the A358 dual carriageway at high speed.	Yes
54	Engineering design	Considers the proposal for the Ashill junction to be too complicated.	National Highways are adopting the latest design standards for the A358 Taunton to Southfields scheme which includes GD 300. This is part of the Design Manual for Roads and Bridges (DMRB) and includes requirements and advice for new and upgraded all-purpose trunk roads, covering four different levels of provision. Specifically, the scheme is being designed as a Level 2 dual carriageway which means it will have All-Purpose Trunk Road designation and will be accessible to agricultural vehicles. Ashill junction has been designed in accordance with the appropriate standards (DMRB CD 122) taking into account the traffic levels and need for the slip roads to provide a safe means with which to exit or enter the A358 dual carriageway at high speed.	Yes
55	Engineering design	Disagrees with the proposals for the Ashill Junction as considers it destroys the countryside and does not keep the linking roads as close to the dual carriageway	National Highways are adopting the latest design standards for the A358 Taunton to Southfields scheme which includes GD 300. This is part of the Design Manual for Roads and Bridges (DMRB) and includes requirements and advice for new and upgraded all-purpose trunk roads, covering four different levels of provision. Specifically, the scheme is being designed as a Level 2 dual carriageway which means it will have All-Purpose Trunk Road designation and will be accessible to agricultural vehicles. Ashill junction has been designed in accordance with the appropriate standards (DMRB CD 122) taking into account the traffic levels and need for the slip roads to provide a safe means with which to exit or enter the A358 dual carriageway at high speed.	Yes
56	Engineering design	Disagrees with the design approach for Ashill junction as considers it is not in- keeping with the locality	National Highways are adopting the latest design standards for the A358 Taunton to Southfields scheme which includes GD 300. This is part of the Design Manual for Roads and Bridges (DMRB) and includes requirements and advice for new and upgraded all-purpose trunk roads, covering four different levels of provision. Specifically, the scheme is being designed as a Level 2 dual carriageway which means it will have All-Purpose Trunk Road designation and will be accessible to agricultural vehicles. Ashill junction has been designed in accordance with the appropriate standards (DMRB CD 122) taking into account the traffic levels and need for the slip roads to provide a safe means with which to exit or enter the A358 dual carriageway at high speed.	Yes
57	Engineering design	Objection to the proposals for the Ashill junction. Suggests the addition of a slip road instead.	National Highways are adopting the latest design standards for the A358 Taunton to Southfields scheme which includes GD 300. This is part of the Design Manual for Roads and Bridges (DMRB) and includes requirements and advice for new and upgraded all-purpose trunk roads, covering four different levels of provision. Specifically, the scheme is being designed as a Level 2 dual carriageway which means it will have All-Purpose Trunk Road designation and will be accessible to agricultural vehicles. Ashill junction has been designed in accordance with the appropriate standards (DMRB CD 122) taking into account the traffic levels and need for the slip roads to provide a safe means with which to exit or enter the A358 dual carriageway at high speed.	Yes
58	Engineering design	States that Ashill Junction is overengineered and is unsympathetic to the requirements of local residents over the desire of a motorway link between London and the South West	National Highways are adopting the latest design standards for the A358 Taunton to Southfields scheme which includes GD 300. This is part of the Design Manual for Roads and Bridges (DMRB) and includes requirements and advice for new and upgraded all-purpose trunk roads, covering four different levels of provision. Specifically, the scheme is being designed as a Level 2 dual carriageway which means it will have All-Purpose Trunk Road designation and will be accessible to agricultural vehicles.	Yes

Appendix Table 5.1M Summary of matters raised in relation to Q4a of the feedback questionnaire in relation to proposals for the Ashill junction and the National Highways response

Row Number	Topic	Matters raised in response to consultation – matters copied verbatim	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Y/N or N/A)
			Ashill junction has been designed in accordance with the appropriate standards (DMRB CD 122) taking into account the traffic levels and need for the slip roads to provide a safe means with which to exit or enter the A358 dual carriageway at high speed.	
59	Engineering design	Considers the Ashill junction should be revised as considers it is over complicated and the carbon footprint of the scheme needs to be reduced	National Highways are adopting the latest design standards for the A358 Taunton to Southfields scheme which includes GD 300. This is part of the Design Manual for Roads and Bridges (DMRB) and includes requirements and advice for new and upgraded all-purpose trunk roads, covering four different levels of provision. Specifically, the scheme is being designed as a Level 2 dual carriageway which means it will have All-Purpose Trunk Road designation and will be accessible to agricultural vehicles. Ashill junction has been designed in accordance with the appropriate standards (DMRB CD 122) taking into account the traffic levels and need for the slip roads to provide a safe means with which to exit or enter the A358 dual carriageway at high speed.	Yes
60	Engineering design	Considers the junction is too complicated and suggests either a simpler design is required, or the junctions should be kept as existing.	National Highways are adopting the latest design standards for the A358 Taunton to Southfields scheme which includes GD 300. This is part of the Design Manual for Roads and Bridges (DMRB) and includes requirements and advice for new and upgraded all-purpose trunk roads, covering four different levels of provision. Specifically, the scheme is being designed as a Level 2 dual carriageway which means it will have All-Purpose Trunk Road designation and will be accessible to agricultural vehicles. Ashill junction has been designed in accordance with the appropriate standards (DMRB CD 122) taking into account the traffic levels and need for the slip roads to provide a safe means with which to exit or enter the A358 dual carriageway at high speed.	Yes
61	Engineering design	Considers the junction is excessive, complex and significant in land take. Suggests its scale will adversely impact the local environment and cut off several large tracts of land bound by roads on all sides. Suggests a simpler junction layout should be proposed with the same circulations but less land take.	National Highways are adopting the latest design standards for the A358 Taunton to Southfields scheme which includes GD 300. This is part of the Design Manual for Roads and Bridges (DMRB) and includes requirements and advice for new and upgraded all-purpose trunk roads, covering four different levels of provision. Specifically, the scheme is being designed as a Level 2 dual carriageway which means it will have All-Purpose Trunk Road designation and will be accessible to agricultural vehicles. Ashill junction has been designed in accordance with the appropriate standards (DMRB CD 122) taking into account the traffic levels and need for the slip roads to provide a safe means with which to exit or enter the A358 dual carriageway at high speed.	Yes
62	Engineering design	Considers the new Ashill junction should have s simpler design	National Highways are adopting the latest design standards for the A358 Taunton to Southfields scheme which includes GD 300. This is part of the Design Manual for Roads and Bridges (DMRB) and includes requirements and advice for new and upgraded all-purpose trunk roads, covering four different levels of provision. Specifically, the scheme is being designed as a Level 2 dual carriageway which means it will have All-Purpose Trunk Road designation and will be accessible to agricultural vehicles. Ashill junction has been designed in accordance with the appropriate standards (DMRB CD 122) taking into account the traffic levels and need for the slip roads to provide a safe means with which to exit or enter the A358 dual carriageway at high speed.	Yes
63	Engineering design	Objects to proposals and queries the need for improvements for the Ashill junction as it functions well currently.	National Highways are adopting the latest design standards for the A358 Taunton to Southfields scheme which includes GD 300. This is part of the Design Manual for Roads and Bridges (DMRB) and includes requirements and advice for new and upgraded all-purpose trunk roads, covering four different levels of provision. Specifically, the scheme is being designed as a Level 2 dual carriageway which means it will have All-Purpose Trunk Road designation and will be accessible to agricultural vehicles. Ashill junction has been designed in accordance with the appropriate standards (DMRB CD 122) taking into account the traffic levels and need for the slip roads to provide a safe means with which to exit or enter the A358 dual carriageway at high speed.	Yes
64	Engineering design	Objects to proposals for the new Ashill junction as it is considered these are not necessary.	National Highways are adopting the latest design standards for the A358 Taunton to Southfields scheme which includes GD 300. This is part of the Design Manual for Roads and Bridges (DMRB) and includes requirements and advice for new and upgraded all-purpose trunk roads, covering four different levels of provision. Specifically, the scheme is being designed as a Level 2 dual carriageway which means it will have All-Purpose Trunk Road designation and will be accessible to agricultural vehicles. Ashill junction has been designed in accordance with the appropriate standards (DMRB CD 122) taking into	Yes

Row Number	Topic	Matters raised in response to consultation – matters copied verbatim	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Y/N or N/A)
			account the traffic levels and need for the slip roads to provide a safe means with which to exit or enter the A358 dual carriageway at high speed.	
65	Engineering design	Objects to the proposals for Ashill junction as considers them overly large, complex and inappropriate in scale given the rural area.	National Highways are adopting the latest design standards for the A358 Taunton to Southfields scheme which includes GD 300. This is part of the Design Manual for Roads and Bridges (DMRB) and includes requirements and advice for new and upgraded all-purpose trunk roads, covering four different levels of provision. Specifically, the scheme is being designed as a Level 2 dual carriageway which means it will have All-Purpose Trunk Road designation and will be accessible to agricultural vehicles. Ashill junction has been designed in accordance with the appropriate standards (DMRB CD 122) taking into account the traffic levels and need for the slip roads to provide a safe means with which to exit or enter the A358 dual carriageway at high speed.	Yes
66	Engineering design	Considers the proposals excessive with a large land take and not appropriate to support an unnecessary road scheme.	National Highways are adopting the latest design standards for the A358 Taunton to Southfields scheme which includes GD 300. This is part of the Design Manual for Roads and Bridges (DMRB) and includes requirements and advice for new and upgraded all-purpose trunk roads, covering four different levels of provision. Specifically, the scheme is being designed as a Level 2 dual carriageway which means it will have All-Purpose Trunk Road designation and will be accessible to agricultural vehicles. Ashill junction has been designed in accordance with the appropriate standards (DMRB CD 122) taking into account the traffic levels and need for the slip roads to provide a safe means with which to exit or enter the A358 dual carriageway at high speed.	Yes
67	Engineering design	Considers the Ashill junction over engineered and unnecessary. Considers the spaghetti like junction design is better suited to an urban environment given the environmental loss and light pollution that will occur for an unnecessary scheme.	National Highways are adopting the latest design standards for the A358 Taunton to Southfields scheme which includes GD 300. This is part of the Design Manual for Roads and Bridges (DMRB) and includes requirements and advice for new and upgraded all-purpose trunk roads, covering four different levels of provision. Specifically, the scheme is being designed as a Level 2 dual carriageway which means it will have All-Purpose Trunk Road designation and will be accessible to agricultural vehicles. Ashill junction has been designed in accordance with the appropriate standards (DMRB CD 122) taking into account the traffic levels and need for the slip roads to provide a safe means with which to exit or enter the A358 dual carriageway at high speed. Lighting will be limited to the approaches to the Nexus 25 and Southfields roundabouts. The mainline carriageway will not be lit. The provision of lighting on other local roads is not expected to be required except for some limited locations at the tie-in of the new road alignment with existing local roads, or where existing lit local roads are realigned. Further details of the approach to lighting is provided within Environmental Statement Chapter 2 The project (Document Reference 6.2). Assessment of the impact of lighting on the landscape is provided in Environmental Statement Chapter 7 Landscape and visual effects (Document reference 6.2). Should the application be approved, specific lighting specification will be discussed and agreed at the detailed design stage. The intention is to minimise any potential light spillage into the landscape.	No
68	Engineering design	Request's improvements are only made from Thornfalcon traffic lights to the next M5 roundabout. Consider the bypass for Henlade and improvements to Southfields roundabout are also needed	The Preferred Route Announcement made in June 2019 was made considering public consultation feedback, and the accompanying Scheme Assessment Report (Document Reference 7.6) set out the reasons for the selection of a preferred route, including appraisal of alternatives. National Highways has progressed the scheme accordingly, and the options assessment process is set out in Environmental Statement Chapter 3 Assessment of alternatives (Document Reference 6.2). Please refer to Chapter 2 of this Consultation Report (Document Reference 5.1) for further information. National Highways acknowledges the comment. The section between Thornfalcon and Southfields is required to provide a continuous high quality dual carriageway across the strategic corridor, with safe overtaking opportunities. This would improve journey time reliability, allowing for higher speeds and faster connections, and improve safety by reducing accidents, for example by reducing the number of local lanes joining the A358.	No
69	Engineering design	Requests the Ashill junction have on off slip roads	The current proposals have on and off-slip roads in each direction. For the A358 to become a high-quality, high-performing dual carriageway, junctions along its length must provide a safe means with which to exit or enter the A358 dual carriageway at high speed, complying with Design Manual for Roads and Bridges CD 122. As such, most of the direct local road accesses have been removed and access to Mattock's Tree Green junction and Ashill junction are provided.	No

Row Number	Topic	Matters raised in response to consultation – matters copied verbatim	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Y/N or N/A)
70	Engineering design	Suggests Ashill Junction would not be required if the multi-use dual carriageway specifications were applied to the project with strategic slip roads and over bridges to maintain local connectivity.	National Highways acknowledges the range of views expressed relating to the need for the scheme and those responses received which object to the scheme going ahead in principle. The Preferred Route Announcement made in June 2019 was made considering taking into account public consultation feedback, and the accompanying Scheme Appraisal Assessment Report (Document Reference 7.6) set out the reasons for the selection of a preferred route, including appraisal of alternatives. National Highways has progressed the scheme accordingly, and the options assessment process is set out in Chapter 3 Assessment of alternatives of the Environmental Statement (Document Reference 6.2). Please refer to Chapter 2 of this Consultation Report for further information. The scheme is part of the Government's second Road Investment Strategy (RIS2), which identifies parts of the strategic road network that need upgrading to improve safety, connectivity, and reliability for its users. The South West's economy is under-performing compared to the UK average and local councils and business leaders agree that the scheme would help connect the South West better to neighbouring regions, unlocking its potential for growth and supporting plans for more homes and jobs. Details of the economic appraisal of the scheme, which forms the basis for the value for money assessment, are provided in the Combined Modelling and Appraisal Report (Document reference 7.4). The National Highways delivery plan for 2020 – 2025 confirms that we're committed to delivering a high-quality and high-performing dual carriageway route along the A303/A358 corridor, not an expressway or a motorway. This represented a change to the Government's first road investment Strategy (RIS1) intention to create a new Expressway corridor into the region, but the second Road Investment Strategy (RIS2) revised this intention, taking into account an expressway prohibits the use of farm vehicles, and the local area is rural in nature. As part of the scheme National Highways would permit local traffic and agricultural traffic to join the strategic network in a safe way via a limited number of junctions. The Case for the Scheme (Document Reference 7.1) explains the need for the proposed development and the reasons why the scheme put forward as part of this Development Consent Order application is the preferred solution. Details of the economic appraisal of the scheme, which forms the basis for the value for money assessment, are provided in the Combined Modelling and Appraisal Report (Document Reference 7.4). For the A358 to become a high quality, high performing dual carriageway, junctions along its length must provide a safe means with which to exit or enter the A358 dual carriageway at high speed, complying with Design Manual for Roads and Bridges CD 122. As such, all of the direct local road accesses have been removed and access to the A358 is from new grade separated junctions at Mattock's Tree Green and Ashill. The scheme has been designed to the standards set out in GD 300. As such, any new intermediate junctions that are constructed as part of the scheme would need to take the form of a full grade- separated junction similar to the one near Ashill or Mattock's Tree Green. Factors such as the cost, value for money and environmental impacts of this additional junction also need to be considered. A review of the amount of traffic that would be likely to use additional junctions does not justify the costs or environmental impacts of these junctions.	Yes
71	Engineering design	Suggests an expressway is not needed at Ashill Junction and instead better designed acceleration and deceleration slip roads onto the existing A358 should be included.	National Highways acknowledges the range of views expressed relating to the need for the scheme and those responses received which object to the scheme going ahead in principle. The Preferred Route Announcement made in June 2019 was made considering taking into account public consultation feedback, and the accompanying Scheme Appraisal Assessment Report (Document Reference 7.6) set out the reasons for the selection of a preferred route, including appraisal of alternatives. National Highways has progressed the scheme accordingly, and the options assessment process is set out in Chapter 3 Assessment of alternatives of the Environmental Statement (Document Reference 6.2). Please refer to Chapter 2 of this Consultation Report for further information. The scheme is part of the Government's second Road Investment Strategy (RIS2), which identifies parts of the strategic road network that need upgrading to improve safety, connectivity, and reliability for its users. The South West's economy is under-performing compared to the UK average and local councils and business leaders agree that the scheme would help connect the South West better to neighbouring regions,	Yes

Row Number	Topic	Matters raised in response to consultation – matters copied verbatim	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Y/N or N/A)
			unlocking its potential for growth and supporting plans for more homes and jobs. Details of the economic appraisal of the scheme, which forms the basis for the value for money assessment, are provided in the Combined Modelling and Appraisal Report (Document reference 7.4). The National Highways delivery plan for 2020 – 2025 confirms that we're committed to delivering a high-quality and high-performing dual carriageway route along the A303/A358 corridor, not an expressway or a motorway. This represented a change to the Government's first road investment Strategy (RIS1) intention to create a new Expressway corridor into the region, but the second Road Investment Strategy (RIS2) revised this intention, taking into account an expressway prohibits the use of farm vehicles, and the local area is rural in nature. As part of the scheme National Highways would permit local traffic and agricultural traffic to join the strategic network in a safe way via a limited number of junctions. The Case for the Scheme (Document Reference 7.1) explains the need for the proposed development and the reasons why the scheme put forward as part of this Development Consent Order application is the preferred solution. Details of the economic appraisal of the scheme, which forms the basis for the value for money assessment, are provided in the Combined Modelling and Appraisal Report (Document Reference 7.4). For the A358 to become a high quality, high performing dual carriageway, junctions along its length must provide a safe means with which to exit or enter the A358 dual carriageway at high speed, complying with Design Manual for Roads and Bridges CD 122. As such, all of the direct local road accesses have been removed and access to the A358 is from new grade separated junctions at Mattock's Tree Green and Ashill. The scheme has been designed to the standards set out in GD 300. As such, any new intermediate junctions that are constructed as part of the scheme would need to take the form of a full grade- separated junction similar to the one near Ashill or Mattock's Tree Green. Factors such as the cost, value for money and environmental impacts of this additional junction also need to be considered. A review of the amount of traffic that would be likely to use additional junctions does not justify the costs or environmental impacts of these junctions.	
72	Engineering design	Considers proposals not needed if an expressway is implemented.	National Highways acknowledges the range of views expressed relating to the need for the scheme and those responses received which object to the scheme going ahead in principle. The Preferred Route Announcement made in June 2019 was made considering taking into account public consultation feedback, and the accompanying Scheme Appraisal Assessment Report (Document Reference 7.6) set out the reasons for the selection of a preferred route, including appraisal of alternatives. National Highways has progressed the scheme accordingly, and the options assessment process is set out in Chapter 3 Assessment of alternatives of the Environmental Statement (Document Reference 6.2). Please refer to Chapter 2 of this Consultation Report for further information. The scheme is part of the Government's second Road Investment Strategy (RIS2), which identifies parts of the strategic road network that need upgrading to improve safety, connectivity, and reliability for its users. The South West's economy is under-performing compared to the UK average and local councils and business leaders agree that the scheme would help connect the South West better to neighbouring regions, unlocking its potential for growth and supporting plans for more homes and jobs. Details of the economic appraisal of the scheme, which forms the basis for the value for money assessment, are provided in the Combined Modelling and Appraisal Report (Document reference 7.4). The National Highways delivery plan for 2020 – 2025 confirms that we're committed to delivering a high-quality and high-performing dual carriageway route along the A303/A358 corridor, not an expressway or a motorway. This represented a change to the Government's first road investment Strategy (RIS1) intention to create a new Expressway corridor into the region, but the second Road Investment Strategy (RIS2) revised this intention, taking into account an expressway prohibits the use of farm vehicles, and the local area is rural in nature. As part of the scheme National Highways would permit local traffic and agricultural traffic to join the strategic network in a safe way via a limited number of junctions. The Case for the Scheme (Document Reference 7.1) explains the need for the proposed development and the reasons why the scheme put forward as part of this Development Consent Order application is the preferred solution.	Yes

Row Number	Topic	Matters raised in response to consultation – matters copied verbatim	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Y/N or N/A)
			Details of the economic appraisal of the scheme, which forms the basis for the value for money assessment, are provided in the Combined Modelling and Appraisal Report (Document Reference 7.4). For the A358 to become a high quality, high performing dual carriageway, junctions along its length must provide a safe means with which to exit or enter the A358 dual carriageway at high speed, complying with Design Manual for Roads and Bridges CD 122. As such, all of the direct local road accesses have been removed and access to the A358 is from new grade separated junctions at Mattock's Tree Green and Ashill. The scheme has been designed to the standards set out in GD 300. As such, any new intermediate junctions that are constructed as part of the scheme would need to take the form of a full grade- separated junction similar to the one near Ashill or Mattock's Tree Green. Factors such as the cost, value for money and environmental impacts of this additional junction also need to be considered. A review of the amount of traffic that would be likely to use additional junctions does not justify the costs or environmental impacts of these junctions.	
73	Engineering design	Consider the junction is unnecessarily complicated, taking up a large footprint and adversely impacting on the local environment. The route should be built as a trunk road link. The 2019 SAR concluded that the route could be simplified if Expressway standards were not applied (SAR, 7.1.8). The 2007 Highways Agency design indicates a simpler route and junction layout could be built.	National Highways acknowledges the range of views expressed relating to the need for the scheme and those responses received which object to the scheme going ahead in principle. The Preferred Route Announcement made in June 2019 was made considering taking into account public consultation feedback, and the accompanying Scheme Appraisal Assessment Report (Document Reference 7.6) set out the reasons for the selection of a preferred route, including appraisal of alternatives. National Highways has progressed the scheme accordingly, and the options assessment process is set out in Chapter 3 Assessment of alternatives of the Environmental Statement (Document Reference 6.2). Please refer to Chapter 2 of this Consultation Report for further information. The scheme is part of the Government's second Road Investment Strategy (RIS2), which identifies parts of the strategic road network that need upgrading to improve safety, connectivity, and reliability for its users. The South West's economy is under-performing compared to the UK average and local councils and business leaders agree that the scheme would help connect the South West better to neighbouring regions, unlocking its potential for growth and supporting plans for more homes and jobs. Details of the economic appraisal of the scheme, which forms the basis for the value for money assessment, are provided in the Combined Modelling and Appraisal Report (Document reference 7.4). The National Highways delivery plan for 2020 – 2025 confirms that we're committed to delivering a high-quality and high-performing dual carriageway route along the A303/A358 corridor, not an expressway or a motorway. This represented a change to the Government's first road investment Strategy (RIS1) intention to create a new Expressway corridor into the region, but the second Road Investment Strategy (RIS2) revised this intention, taking into account an expressway prohibits the use of farm vehicles, and the local area is rural in nature. As part of the scheme National Highways would permit local traffic and agricultural traffic to join the strategic network in a safe way via a limited number of junctions. The Case for the Scheme (Document Reference 7.1) explains the need for the proposed development and the reasons why the scheme put forward as part of this Development Consent Order application is the preferred solution. Details of the economic appraisal of the scheme, which forms the basis for the value for money assessment, are provided in the Combined Modelling and Appraisal Report (Document Reference 7.4). For the A358 to become a high quality, high performing dual carriageway, junctions along its length must provide a safe means with which to exit or enter the A358 dual carriageway at high speed, complying with Design Manual for Roads and Bridges CD 122. As such, all of the direct local road accesses have been removed and access to the A358 is from new grade separated junctions at Mattock's Tree Green and Ashill. The scheme has been designed to the standards set out in GD 300. As such, any new intermediate junctions that are constructed as part of the scheme would need to take the form of a full grade- separated junction similar to the one near Ashill or Mattock's Tree Green. Factors such as the cost, value for money and environmental impacts of this additional junction also need to be considered. A review of the amount of	Yes

Row Number	Topic	Matters raised in response to consultation – matters copied verbatim	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Y/N or N/A)
			traffic that would be likely to use additional junctions does not justify the costs or environmental impacts of these junctions.	
74	Engineering design	Notes the suggested proposal illustrates how a focus on Expressway standards has meant a failure to consider other acceptable alternatives that would provide better value for money.	National Highways acknowledges the range of views expressed relating to the need for the scheme and those responses received which object to the scheme going ahead in principle. The Preferred Route Announcement made in June 2019 was made considering taking into account public consultation feedback, and the accompanying Scheme Appraisal Assessment Report (Document Reference 7.6) set out the reasons for the selection of a preferred route, including appraisal of alternatives. National Highways has progressed the scheme accordingly, and the options assessment process is set out in Chapter 3 Assessment of alternatives of the Environmental Statement (Document Reference 6.2). Please refer to Chapter 2 of this Consultation Report for further information. The scheme is part of the Government's second Road Investment Strategy (RIS2), which identifies parts of the strategic road network that need upgrading to improve safety, connectivity, and reliability for its users. The South West's economy is under-performing compared to the UK average and local councils and business leaders agree that the scheme would help connect the South West better to neighbouring regions, unlocking its potential for growth and supporting plans for more homes and jobs. Details of the economic appraisal of the scheme, which forms the basis for the value for money assessment, are provided in the Combined Modelling and Appraisal Report (Document reference 7.4). The National Highways delivery plan for 2020 – 2025 confirms that we're committed to delivering a high-quality and high-performing dual carriageway route along the A303/A358 corridor, not an expressway or a motorway. This represented a change to the Government's first road investment Strategy (RIS1) intention to create a new Expressway corridor into the region, but the second Road Investment Strategy (RIS2) revised this intention, taking into account an expressway prohibits the use of farm vehicles, and the local area is rural in nature. As part of the scheme National Highways would permit local traffic and agricultural traffic to join the strategic network in a safe way via a limited number of junctions. The Case for the Scheme (Document Reference 7.1) explains the need for the proposed development and the reasons why the scheme put forward as part of this Development Consent Order application is the preferred solution. Details of the economic appraisal of the scheme, which forms the basis for the value for money assessment, are provided in the Combined Modelling and Appraisal Report (Document Reference 7.4). For the A358 to become a high quality, high performing dual carriageway, junctions along its length must provide a safe means with which to exit or enter the A358 dual carriageway at high speed, complying with Design Manual for Roads and Bridges CD 122. As such, all of the direct local road accesses have been removed and access to the A358 is from new grade separated junctions at Mattock's Tree Green and Ashill. The scheme has been designed to the standards set out in GD 300. As such, any new intermediate junctions that are constructed as part of the scheme would need to take the form of a full grade- separated junction similar to the one near Ashill or Mattock's Tree Green. Factors such as the cost, value for money and environmental impacts of this additional junction also need to be considered. A review of the amount of traffic that would be likely to use additional junctions does not justify the costs or environmental impacts of these junctions.	Yes
75	Engineering design	Considers he proposals excessive and suggests a simple dual carriageway with easy access and improved roundabouts is all that is required.	National Highways acknowledges the range of views expressed relating to the need for the scheme and those responses received which object to the scheme going ahead in principle. The Preferred Route Announcement made in June 2019 was made considering taking into account public consultation feedback, and the accompanying Scheme Appraisal Assessment Report (Document Reference 7.6) set out the reasons for the selection of a preferred route, including appraisal of alternatives. National Highways has progressed the scheme accordingly, and the options assessment process is set out in Chapter 3 Assessment of alternatives of the Environmental Statement (Document Reference 6.2). Please refer to Chapter 2 of this Consultation Report for further information. The scheme is part of the Government's second Road Investment Strategy (RIS2), which identifies parts of the strategic road network that need upgrading to improve safety, connectivity, and reliability for its users.	Yes

Row Number	Topic	Matters raised in response to consultation – matters copied verbatim	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Y/N or N/A)
			The South West's economy is under-performing compared to the UK average and local councils and business leaders agree that the scheme would help connect the South West better to neighbouring regions, unlocking its potential for growth and supporting plans for more homes and jobs. Details of the economic appraisal of the scheme, which forms the basis for the value for money assessment, are provided in the Combined Modelling and Appraisal Report (Document reference 7.4). The National Highways delivery plan for 2020 – 2025 confirms that we're committed to delivering a high-quality and high-performing dual carriageway route along the A303/A358 corridor, not an expressway or a motorway. This represented a change to the Government's first road investment Strategy (RIS1) intention to create a new Expressway corridor into the region, but the second Road Investment Strategy (RIS2) revised this intention, taking into account an expressway prohibits the use of farm vehicles, and the local area is rural in nature. As part of the scheme National Highways would permit local traffic and agricultural traffic to join the strategic network in a safe way via a limited number of junctions. The Case for the Scheme (Document Reference 7.1) explains the need for the proposed development and the reasons why the scheme put forward as part of this Development Consent Order application is the preferred solution. Details of the economic appraisal of the scheme, which forms the basis for the value for money assessment, are provided in the Combined Modelling and Appraisal Report (Document Reference 7.4). For the A358 to become a high quality, high performing dual carriageway, junctions along its length must provide a safe means with which to exit or enter the A358 dual carriageway at high speed, complying with Design Manual for Roads and Bridges CD 122. As such, all of the direct local road accesses have been removed and access to the A358 is from new grade separated junctions at Mattock's Tree Green and Ashill. The scheme has been designed to the standards set out in GD 300. As such, any new intermediate junctions that are constructed as part of the scheme would need to take the form of a full grade- separated junction similar to the one near Ashill or Mattock's Tree Green. Factors such as the cost, value for money and environmental impacts of this additional junction also need to be considered. A review of the amount of traffic that would be likely to use additional junctions does not justify the costs or environmental impacts of these junctions.	
76	Engineering design	Suggests making a joining junction further towards Taunton to serve local traffic instead of the new Ashill junction	The Preferred Route Announcement made in June 2019 was made considering taking into account public consultation feedback, and the accompanying Scheme Appraisal Assessment Report (Document Reference 7.6) set out the reasons for the selection of a preferred route, including appraisal of alternatives. The location of the Ashill junction was decided at the scheme options stage. National Highways has progressed the scheme accordingly, and the options assessment process is set out in Chapter 3 Assessment of alternatives of the Environmental Statement (Document Reference 6.2). Please refer to Chapter 2 of this Consultation Report for further information. National Highways are adopting the latest design standards for the A358 Taunton to Southfields scheme which includes GD 300. This is part of the Design Manual for Roads and Bridges (DMRB) and includes requirements and advice for new and upgraded all-purpose trunk roads, covering four different levels of provision. Specifically, the scheme is being designed as a Level 2 dual carriageway which means it will have All-Purpose Trunk Road designation and will be accessible to agricultural vehicles.	No
77	Engineering design	Objects to the proposals as considers them unfriendly towards sustainable transport and suggests they are re-designed to account for this.	The existing Ashill Road and Rapps Road at Ashill junction do not have any dedicated cycling or horse-riding facilities. Traffic flows on Ashill junction overbridge would be moderate. Isolated lengths of cycling/riding facilities at Ashill junction is not considered beneficial.	No
78	Engineering design	Requests that the building of new roads excluding the dual carriageway include separated cycle lanes for cycling and horse riding	The existing Ashill Road and Rapps Road through Ashill junction do not have any dedicated cycling or horse-riding facilities. Ashill junction overbridge would be lightly trafficked. National Highways does not consider that an isolated length of cycling/riding facilities at Ashill junction would be either appropriate or beneficial.	No
79	Engineering design	Disagrees with the proposals for the new Ashill junction as considers the junction is too close to the existing Southfields roundabout	The Preferred Route Announcement made in June 2019 was made considering taking into account public consultation feedback, and the accompanying Scheme Appraisal Assessment Report (Document Reference 7.6) set out the reasons for the selection of a preferred route, including appraisal of alternatives. The location of the Ashill junction was decided at the scheme options stage. National Highways has progressed the scheme accordingly, and the options assessment process is set out in Chapter 3	No

Row Number	Topic	Matters raised in response to consultation – matters copied verbatim	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Y/N or N/A)
			Assessment of alternatives of the Environmental Statement (Document Reference 6.2). Please refer to Chapter 2 of this Consultation Report for further information. The location of Ashill junction is considered to be in the optimum position due to its connections with the Old A358 (Ashill Road) and Rapps Road towards Ilton. It also provides onward connectivity to Broadway and Horton. This is considered preferable to a junction further north in the vicinity of Stewley.	
80	Engineering design	Notes the junction would be simpler if an ordinary dual carriageway was used throughout the A358.	The Preferred Route Announcement made in June 2019 was made taking into account public consultation feedback, and the accompanying Scheme Assessment Report (Document Reference 7.6) set out the reasons for the selection of a preferred route, including appraisal of alternatives. National Highways has progressed the scheme accordingly, and the options assessment process is set out in Environmental Statement Chapter 3 Assessment of alternatives (Document Reference 6.2). Please refer to Chapter 2 of this Consultation Report for further information. The National Highways delivery plan for 2020 – 2025 confirms that we're committed to delivering a high-quality and high-performing dual carriageway route along the A303/A358 corridor, not an expressway or a motorway. This represented a change to the Government's first road investment Strategy (RIS1) intention to create a new Expressway corridor into the region, but the second Road Investment Strategy (RIS2) revised this intention, taking into account an expressway prohibits the use of farm vehicles, and the local area is rural in nature. As part of the scheme National Highways would permit local traffic and agricultural traffic to join the strategic network in a safe way via a limited number of junctions.	Yes
81	Engineering design	Suggests connection between Ashill and Rapps Road could be maintained through the provision of a bridge in this area.	The new Ashill junction includes a new overbridge that passes over the A358 dual carriageway, safely connecting Ashill and Rapps Road.	Yes
82	Engineering design	Acknowledges that Ashill junction needs upgrading, however, concerned that the proposal for Ashill junction would take up a lot of space.	Ashill junction has been designed in accordance with the appropriate standards (DMRB CD 122) taking into account the traffic levels and need for the slip roads to provide a safe means with which to exit or enter the A358 dual carriageway at high speed..	No
83	Engineering design	Considers the plans shown at the consultation event limited as did not show how the cycle route would be accommodated over bridges. Requests that new bridges incorporate a cycle lane to separate cars and cyclists.	The offline cycle route would cross the scheme at Village Road overbridge, east of Hatch Beauchamp. The overbridge would connect existing roads through Hatch Beauchamp and Ashill, neither of which has dedicated cycling facilities. Further to this, the bridge would be lightly trafficked. Ashill junction would not form part of the offline cycle route and, as for Village Road overbridge, the existing connecting roads do not have any dedicated cycling facilities. Traffic flows on Ashill junction overbridge would be moderate. Isolated lengths of cycling facilities at Village Road and Ashill junction overbridges is not considered beneficial.	No
84	Engineering design	Disagrees with the new parallel roads on each side of the A358 and considers a more simple scheme is needed with conventional junctions	The new parallel roads aim to connect local villages to the two all-movement junctions (Mattock's Tree Green and Ashill Junction). National Highways are adopting the latest design standards for the A358 Taunton to Southfields scheme which includes GD 300. This is part of the Design Manual for Roads and Bridges (DMRB) and includes requirements and advice for new and upgraded all-purpose trunk roads, covering four different levels of provision. Specifically, the scheme is being designed as a Level 2 dual carriageway which means it will have All-Purpose Trunk Road designation and will be accessible to agricultural vehicles.	No
85	Engineering design	Disagrees with the proposals for Ashill junction as considers the existing A358 is adequate	The scheme includes upgrading the existing single carriageway to a high-quality dual carriageway. This would improve safety and deliver more reliable journeys. Local councils and business leaders agree upgrading to a high-quality dual carriageway would help connect the South West better to neighbouring regions, unlocking its potential for growth and supporting plans for more homes and jobs. Ashill junction has been designed in accordance with the appropriate standards (Design Manual for Roads and Bridges CD 122) taking into account the traffic levels and need for the slip roads to provide a safe means with which to exit or enter the A358 dual carriageway at high speed.	No
86	Engineering design	Considers the current access measures on and off the A358l should be enhanced, with rural style connecting bridges where possible, maintaining the rural character of the area, farmland and flood prevention.	The proposed scheme is part of the Government's second Road Investment Strategy (RIS2), which identifies parts of the strategic road network that need upgrading to improve safety, connectivity, and reliability for its users. The Case for the Scheme (Document Reference 7.1) explains the need for the proposed development and the reasons why the scheme put forward as part of this Development Consent Order application is the	No

Row Number	Topic	Matters raised in response to consultation – matters copied verbatim	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Y/N or N/A)
			preferred solution. For the A358 to become a high-quality, high-performing dual carriageway, junctions along its length must provide a safe means with which to exit or enter the A358 dual carriageway at high speed, complying with Design Manual for Roads and Bridges CD 122. As such, most of the direct local road accesses have been removed and access to Mattock's Tree Green junction and Ashill junction are provided.	
87	Engineering design	Questions the need to build a new road rather than add extra lanes to the current A358.	The scheme proposals would aim to re-use as much of the existing A358 carriageway as possible in order to minimise environmental impacts and construction works and cost.	No
88	Engineering design	Objects to the new Ashill junction as considers the junction is more suited to a suburban environment and is inappropriate to the rural south Somerset	Ashill junction has been designed in accordance with the appropriate standards (Design Manual for Roads and Bridges CD 122) taking into account the traffic levels and need for the slip roads to provide a safe means with which to exit or enter the A358 dual carriageway at high speed.	No
89	Engineering design	Considers the proposals for Ashill junction to be too large and inappropriate for a country area	Ashill junction has been designed in accordance with the appropriate standards (Design Manual for Roads and Bridges CD 122) taking into account the traffic levels and need for the slip roads to provide a safe means with which to exit or enter the A358 dual carriageway at high speed.	No
90	Engineering design	Questions if its possible to take a more modest and simple approach to providing conventional junctions instead of the scheme put forward	Ashill junction has been designed in accordance with the appropriate standards (Design Manual for Roads and Bridges CD 122) taking into account the traffic levels and need for the slip roads to provide a safe means with which to exit or enter the A358 dual carriageway at high speed.	No
91	Engineering design	Considers the design of Ashill junction better suited to an urban environment. Concerned the proposals will carve up the Somerset countryside and considers losses in habitat and light pollution wrong given the proposals are unnecessary.	Ashill junction has been designed in accordance with the appropriate standards (Design Manual for Roads and Bridges CD 122) taking into account the traffic levels and need for the slip roads to provide a safe means with which to exit or enter the A358 dual carriageway at high speed.	No
92	Engineering design	Considers the proposals for Ashill 'spaghetti' junction to not be well suited to the rural setting.	Ashill junction has been designed in accordance with the appropriate standards (Design Manual for Roads and Bridges CD 122) taking into account the traffic levels and need for the slip roads to provide a safe means with which to exit or enter the A358 dual carriageway at high speed.	No
93	Engineering design	Describes the proposals as far too complex and covering too much land	Ashill junction has been designed in accordance with the appropriate standards (Design Manual for Roads and Bridges CD 122) taking into account the traffic levels and need for the slip roads to provide a safe means with which to exit or enter the A358 dual carriageway at high speed.	No
94	Engineering design	Concerned the proposals are overly complex and destructive of the countryside and out of context in their rural setting.	Ashill junction has been designed in accordance with the appropriate standards (Design Manual for Roads and Bridges CD 122) taking into account the traffic levels and need for the slip roads to provide a safe means with which to exit or enter the A358 dual carriageway at high speed. Environmental impacts are assessed, and proposed mitigation are included in the Environmental Statement (Document Reference 6.2) submitted as part of the Development Consent Order application.	No
95	Engineering design	Objection to the proposals for the Ashill junction. Concern that there is no provision in and out of the west side of Ilminster to avoid the roundabout and A303 traffic.	Ashill junction has been designed in accordance with the appropriate standards (DMRB CD 122) taking into account the traffic levels and need for the slip roads to provide a safe means with which to exit or enter the A358 dual carriageway at high speed. Part of the scheme includes upgrades to the Southfields roundabout so that we can safely adapt it to the new dual carriageway. Although a full upgrade of the roundabout is not included in these plans, National Highways are working on a future scheme for the A303 South Petherton to Southfields, carrying out a study on this section of the A303 to improve the flow of traffic. The A303 South Petherton to Southfields scheme was being considered as part of a pipeline of scheme that may be delivered through the third Road Investment Strategy (RIS3) period (2025-2030). In March 2023, Government announced the pipeline of schemes earmarked for RIS3 (covering 2025 to 2030) will continue to be developed but considered for delivery as part of RIS4 (beyond 2030). All the schemes in the pipeline programme remain uncommitted, with no guarantee they will be taken forward into construction.	No
96	Engineering design	Considers there is no justification or requirement for amending or improving the current Ashill junction as considers there is no fiscal benefit and it restricts access to the A358 for surrounding villages	Ashill junction has been designed in accordance with the appropriate standards (DMRB CD 122) taking into account the traffic levels and need for the slip roads to provide a safe means with which to exit or enter the A358 dual carriageway at high speed.	No
97	Engineering design	Objects to proposals for the new Ashill junction as it is considered that there is no justification fot this. Considers the dualling of the A358 unnecessary.	The Case for the Scheme (Document Reference 7.1) explains the need for the proposed development and the reasons why the scheme put forward as part of this Development Consent Order application is the preferred solution. Ashill junction has been designed in accordance with the appropriate standards (DMRB CD 122) taking into account the traffic levels and need for the slip roads to provide a safe means with which to exit or enter the A358 dual carriageway at high speed.	No

Row Number	Topic	Matters raised in response to consultation – matters copied verbatim	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Y/N or N/A)
98	Environment	Concern that the proposals at Ashill junction take up a lot of land which is not environmentally friendly. Requests consideration be had for secure fencing to stop animals from accessing the road network.	The proposed scheme only uses land essential for a development of this nature, including the environmental mitigation measures. Opportunities to minimise the footprint have been explored throughout the design process. The proposals seek to reduce the impact on agricultural land through minimising the amount of agricultural land permanently required by the scheme. Agricultural land used temporarily is to be restored to a condition suitable for return to its existing land function. The assessment of effects on agricultural land is presented within Environmental Statement Chapter 9 Geology and soils (Document Reference 6.2). The assessment of effects on agricultural land holdings is presented within Environmental Statement Chapter 12 Population and human health (Document Reference 6.2). The proposals have been informed by extensive ecological surveys which have fed into the Environmental Impact Assessment (EIA) process. A mitigation hierarchy approach has been applied to the scheme design; seeking firstly to avoid, or reduce adverse effects on valued ecological features and then to mitigate those which cannot be reduced. Where impacts upon protected species and habitats have been identified, specific mitigation strategies have been developed and agreed with Natural England; these are included within the Environmental Statement (Document Reference 6.2). Habitat creation areas have been designed to form a network of habitats that would act as ecological dispersal corridors once established and facilitate the safe movement of wildlife through the landscape. Where possible habitat creation has been used to reconnect parcels of semi-natural habitats, including small woodland blocks, within the local landscape along the A358. Refer to Environmental Statement Chapter 8 Biodiversity (Document Reference 6.2) for more details. Additional measures have also been incorporated into the scheme to facilitate the safe movement of wildlife. This includes mammal ledges within culverts and underbridges in key locations to encourage mammal passage beneath the scheme even in times of flood. Badger tunnels are incorporated where key badger movement corridors have been identified, and dormouse bridges are proposed to maintain safe connection between dormouse habitats on either side of the scheme. Mammal-proof fencing is also proposed at key crossing points (for example watercourses) to direct wildlife towards tunnels, culverts and underbridges as appropriate. Locations of mammal crossings are shown on General Arrangement Plans (Document Reference 2.5a) and Envionmental Statement Figure 7.8 Environmental masterplans (Document Reference 6.3).	N/A
99	Environment	Requests information about whether trees will be replaced or replanted and how wildlife will be prevented from going onto the road.	National Highways have undertaken an extensive suite of ecological surveys to inform the Environmental Impact Assessment (EIA) and identified mitigation measures required to protect wildlife during construction. National Highways has produced an Environmental Statement (Document Reference 6.2) and Environmental Management Plan (EMP) (Document Reference 6.4, Appendix 2.1) as part of the Development Consent Order application, which explains how the impact of construction activities on the environment, including wildlife, would be managed. This includes species and habitat specific mitigation strategies which detail measures to be taken during both the construction and operational phases of the scheme to protect wildlife. Habitat protection measures are detailed within the EMP, such measures include the establishment of no-construction buffer zones around sensitive habitats such as ancient woodlands and veteran trees, installation of tree protection fencing and pollution prevention measures. The translocation of trees, hedgerow and orchids is proposed in key locations within the scheme. These locations and detailed strategies for the successful implementation of the translocations are included within the EMP. Habitat creation areas have been designed to form a network of habitats that would act as ecological dispersal corridors once established and to facilitate the safe movement of wildlife through the landscape. Where possible habitat creation has been used to reconnect parcels of semi-natural habitats, including small woodland blocks, within the local landscape along the A358. National Highways has developed a scheme design which includes extensive areas of grassland, hedgerow and woodland habitat creation, as well as new water channels and ponds. All new planting would use native species that reflect the species composition of those habitats lost to the construction of the scheme and those of greatest wildlife benefit. National Highways has prepared an Environmental Management Plan (EMP) (Document Reference 6.4, Appendix 2.1) that details the proposed mitigation and enhancement measures. This document also details management and monitoring protocols for all habitat	N/A

Row Number	Topic	Matters raised in response to consultation – matters copied verbatim	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Y/N or N/A)
			creation areas to ensure the successful establishment and long term viability of the habitats created. Ancient woodland is considered to be irreplaceable habitat and as such the scheme has been designed to avoid direct impacts on ancient woodland. Any potential indirect impacts on ancient woodland, for example through increased nitrogen deposition, have been considered within the Environmental Statement (Document Reference 6.2) submitted as part of the DCO application. Additional measures have been incorporated into the scheme to facilitate the safe movement of wildlife. This includes mammal ledges within culverts and underbridges in key locations to encourage the mammal passage beneath the scheme even in times of flood, badger tunnels would be incorporated where key badger movement corridors have been identified, and dormouse bridges would be used to maintain safe connection between dormouse habitats on either side of the scheme. Mammal-proof fencing has also been incorporated at key crossing points (for example watercourses) to direct wildlife towards tunnels, culverts and underbridges as appropriate.	
100	Environment	Concerned the size of the junction will cover a large area of good farmland and cut off several large tracts of land, bound by the road on all sides. Suggests a more traditional junction should be constructed that potentially uses traffic lights to provide the same access but without the environmental impact.	The proposed scheme only uses land essential for a development of this nature, including the environmental mitigation measures. Opportunities to minimise the footprint have been explored throughout the design process. The proposals seek to reduce the impact on agricultural land through minimising the amount of agricultural land permanently required by the scheme. Agricultural land used temporarily is to be restored to a condition suitable for return to its existing land function. The assessment of effects on agricultural land is presented within Environmental Statement Chapter 9 Geology and soils (Document Reference 6.2). The assessment of effects on agricultural land holdings is presented within Environmental Statement Chapter 12 Population and human health (Document Reference 6.2). National Highways has sought to limit the severance of agricultural holdings which farm land on both sides of the scheme through the provision of a number of local highway overbridges and underbridges. Where it has been considered agricultural circumstances require additional mitigation, agricultural access tracks which link severed parcels of agricultural land to the local highway network have been provided.	No
101	Environment	Comment that conclusions set out within consultation materials including reference to the "baseline not changin" are not agreed with. Comment that the impacts on the environment are only relevant in comparison to other suggested solutions; doing nothing must be the best option here.	National Highways acknowledge concern over the level of environmental impact potentially arising from the scheme. The need for the scheme is established and set out in the Case for the Scheme (Document Reference 7.1). The proposals seek to address traffic congestion and safety issues that currently impact on local people and businesses (including reducing impacts on air quality), whilst seeking to improve connectivity for local residents and other road users. As part of the design development, we have adopted a mitigation hierarchy, aiming first to avoid impacts, and then to mitigate those we are unable to avoid. The mitigation measures we have adopted are described in the Environmental Statement (Document Reference 6.2). The potential change in baseline conditions is discussed in Chapters 5-14 of the Environmental Statement (Document Reference 6.2).	No
102	Environment	Objects to the provision of new parallel roads on each side of the A358 as considers their construction and operation will cause environmental damage including impacting of the local wildlife and protected species	The proposed parallel roads aim to connect local villages to the two all-movement junctions (Mattock's Tree Green and Ashill Junction). This means all movements would be possible regardless of the approach road used. This would provide excellent connectivity for both local and regional traffic, which is a key scheme objective. National Highways acknowledge concern over the level of environmental impact potentially arising from the scheme. The need for the scheme is established and set out in the Case for the Scheme (Document Reference 7.1). The proposals seek to address traffic congestion and safety issues that currently impact on local people and businesses (including reducing impacts on air quality), whilst seeking to improve connectivity for local residents and other road users. As part of the design development, we have adopted a mitigation hierarchy, aiming first to avoid impacts, and then to mitigate those we are unable to avoid. The mitigation measures we have adopted are described in the Environmental Statement (Document Reference 6.2). National Highways has undertaken extensive ecological surveys to inform Environmental Statement Chapter 8 (Document Reference 6.2), which identifies mitigation measures required to protect wildlife during construction. For example, areas of existing vegetation or high biodiversity value have been retained or protected where possible or minimised through design. The Environmental Management Plan (Document Reference 6.4, Appendix 2.1) explains how the impact of construction activities on the	Yes

Appendix Table 5.1M Summary of matters raised in relation to Q4a of the feedback questionnaire in relation to proposals for the Ashill junction and the National Highways response

Row Number	Topic	Matters raised in response to consultation – matters copied verbatim	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Y/N or N/A)
			environment, including wildlife, would be managed. This includes species and habitat specific mitigation strategies which detail measures that would be taken during both the construction and operational phases of the scheme to protect wildlife.	
103	Environment	Consider that the scheme, with "new parallel road" on each side of the A358, will create significant environmental damage. The design is inappropriate in a rural environment.	The proposed parallel roads aim to connect local villages to the two all-movement junctions (Mattock's Tree Green and Ashill Junction). This means all movements would be possible regardless of the approach road used. This would provide excellent connectivity for both local and regional traffic, which is a key scheme objective. National Highways acknowledge concern over the level of environmental impact potentially arising from the scheme. The need for the scheme is established and set out in the Case for the Scheme (Document Reference 7.1). The proposals seek to address traffic congestion and safety issues that currently impact on local people and businesses (including reducing impacts on air quality), whilst seeking to improve connectivity for local residents and other road users. National Highways recognises the significance and sensitivity of the landscape. Environmental Statement Chapter 7 Landscape and visual effects (Document Reference 6.2) assesses the impact of the scheme on local landscape and visual receptors. Where it is possible to do so for a development of this nature, mitigation measures have been implemented to avoid or minimise impacts and retain local character and visual amenity. As part of the design development, we have adopted a mitigation hierarchy, aiming first to avoid impacts, and then to mitigate those we are unable to avoid. The mitigation measures we have adopted are described in the Environmental Statement (Document Reference 6.2).	No
104	Environment	Disagrees with the proposals at Ashill junction as considers the Ashill junction to be urbanisation of the countryside, and contributes to land grab	Ashill junction has been designed in accordance with the appropriate standards (Design Manual for Roads and Bridges CD 122) taking into account the traffic levels and need for the slip roads to provide a safe means with which to exit or enter the A358 dual carriageway at high speed. It is not considered that the proposals would result in urbanisation of the villages, however Environmental Statement Chapter 7 Landscape and visual effects (Document Reference 6.2) assesses and reports the landscape and visual impacts of the proposed scheme (including any urbanising features) on local landscape and visual receptors. Where it is possible to do so for a scheme of this nature, mitigation measures have been implemented to avoid or minimise impacts and retain local character and visual amenity. National Highways note the concern over the level of environmental impact potentially arising at Ashill Junction as a result of the scheme. The Environmental Statement identifies impacts at specific locations along the scheme and as part of the design development we have adopted a mitigation hierarchy, aiming first to avoid impacts, and then to mitigate those we are unable to avoid. The mitigation measures we have adopted are described in Chapter 2 The project of the Environmental Statement (Document Reference 6.2). Mitigation proposed is specific to the impacts identified at each location, details of which are shown on Environmental Statement Figure 7.8 Environmental Masterplans (Document Reference 6.3).	No
105	Environment	Objects to proposals as concerned there will be a huge environmental impact and considers a smaller junction would be just as effective.	Ashill junction has been designed in accordance with the appropriate standards (Design Manual for Roads and Bridges CD 122) taking into account the traffic levels and need for the slip roads to provide a safe means with which to exit or enter the A358 dual carriageway at high speed. National Highways acknowledge concern over the level of environmental impact potentially arising from the scheme. The need for the scheme is established and set out in the Case for the Scheme (Document Reference 7.1). The proposals seek to address traffic congestion and safety issues that currently impact on local people and businesses (including reducing impacts on air quality), whilst seeking to improve connectivity for local residents and other road users. As part of the design development, we have adopted a mitigation hierarchy, aiming first to avoid impacts, and then to mitigate those we are unable to avoid. The mitigation measures we have adopted are described in the Environmental Statement (Document Reference 6.2).	No
106	Environment	Disagrees with the proposals for the Ashill junction as considers it will be damaging to the environment, wildlife, and cause pollution	National Highways note the concern over the level of environmental impact potentially arising at Ashill as a result of the scheme. The need for the scheme is established and set out in the Case for the Scheme (Document Reference 7.1). The proposals seek to address traffic congestion and safety issues that	No

Appendix Table 5.1M Summary of matters raised in relation to Q4a of the feedback questionnaire in relation to proposals for the Ashill junction and the National Highways response

Row Number	Topic	Matters raised in response to consultation – matters copied verbatim	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Y/N or N/A)
			currently impact on local people and businesses (including reducing impacts on air quality), whilst seeking to improve connectivity for local residents and other road users. As part of the design development, we have adopted a mitigation hierarchy, aiming first to avoid impacts, and then to mitigate those we are unable to avoid. The mitigation measures we have adopted are described in the Environmental Statement (Document Reference 6.2).	
107	Environment	Disagrees with the proposals for the new Ashill junction as considers it is detrimental to the environment	National Highways note the concern over the level of environmental impact potentially arising at Ashill as a result of the scheme. The need for the scheme is established and set out in the Case for the Scheme (Document Reference 7.1). The proposals seek to address traffic congestion and safety issues that currently impact on local people and businesses (including reducing impacts on air quality), whilst seeking to improve connectivity for local residents and other road users. As part of the design development, we have adopted a mitigation hierarchy, aiming first to avoid impacts, and then to mitigate those we are unable to avoid. The mitigation measures we have adopted are described in the Environmental Statement (Document Reference 6.2).	No
108	Environment	Concerns proposals at Ashill junction would have too large an impact on the environment.	National Highways note the concern over the level of environmental impact potentially arising at Ashill as a result of the scheme. The need for the scheme is established and set out in the Case for the Scheme (Document Reference 7.1). The proposals seek to address traffic congestion and safety issues that currently impact on local people and businesses (including reducing impacts on air quality), whilst seeking to improve connectivity for local residents and other road users. As part of the design development, we have adopted a mitigation hierarchy, aiming first to avoid impacts, and then to mitigate those we are unable to avoid. The mitigation measures we have adopted are described in the Environmental Statement (Document Reference 6.2).	No
109	Environment	Disagrees with the proposals for Ashill junction as considers it will cause environmental damage.	National Highways note the concern over the level of environmental impact potentially arising at Ashill as a result of the scheme. The need for the scheme is established and set out in the Case for the Scheme (Document Reference 7.1). The proposals seek to address traffic congestion and safety issues that currently impact on local people and businesses (including reducing impacts on air quality), whilst seeking to improve connectivity for local residents and other road users. As part of the design development, we have adopted a mitigation hierarchy, aiming first to avoid impacts, and then to mitigate those we are unable to avoid. The mitigation measures we have adopted are described in the Environmental Statement (Document Reference 6.2).	No
110	Environment	Concern the new Ashill junction will cause environmental and ecological damage	National Highways note the concern over the level of environmental impact potentially arising at Ashill as a result of the scheme. The need for the scheme is established and set out in the Case for the Scheme (Document Reference 7.1). The proposals seek to address traffic congestion and safety issues that currently impact on local people and businesses (including reducing impacts on air quality), whilst seeking to improve connectivity for local residents and other road users. As part of the design development, we have adopted a mitigation hierarchy, aiming first to avoid impacts, and then to mitigate those we are unable to avoid. The mitigation measures we have adopted are described in the Environmental Statement (Document Reference 6.2). The proposals have been informed by extensive ecological surveys which have fed into the Environmental Impact Assessment (EIA) process. A mitigation hierarchy approach has been applied to the scheme design; seeking firstly to avoid, or reduce adverse effects on valued ecological features and then to mitigate those which cannot be reduced. Where impacts upon protected species and habitats have been identified, specific mitigation strategies have been developed and agreed with Natural England; these are included within the Environmental Statement (Document Reference 6.2). Areas of habitat creation are included within the scheme as replacement for those habitats lost to construction. These areas of habitat creation would include plant species of local provenance, in keeping with the character of the local landscape, and of benefit to biodiversity. Furthermore, habitat creation areas have been designed to, once established, improve ecological connectivity through the local landscape along the A358, by connecting up existing parcels of semi-natural habitats. In recognition of the time required for created habitats to provide an equivalent biodiversity value to those lost, larger areas of habitat would be created in comparison to those lost to ensure a net increase in habitat area. As detailed within the	No

Row Number	Topic	Matters raised in response to consultation – matters copied verbatim	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Y/N or N/A)
			Environmental Management Plan (Document Reference 6.4, Appendix 2.1), these habitats would be subject to long-term management and monitoring to maximise the outcomes for biodiversity.	
111	Environment	Considers the proposals at Ashill junction will degrade the environment and is bad for climate change	National Highways note the concern over the level of environmental impact potentially arising at Ashill as a result of the scheme. The need for the scheme is established and set out in the Case for the Scheme (Document Reference 7.1). The proposals seek to address traffic congestion and safety issues that currently impact on local people and businesses (including reducing impacts on air quality), whilst seeking to improve connectivity for local residents and other road users. As part of the design development, we have adopted a mitigation hierarchy, aiming first to avoid impacts, and then to mitigate those we are unable to avoid. The mitigation measures we have adopted are described in the Environmental Statement (Document Reference 6.2). National Highways is required by the National Policy Statement for National Networks to assess the effects of the scheme in relation to carbon emissions and climate change, including an assessment of the significance of any increase within the context of the relevant UK carbon budget period. The climate assessment presented within the PEI Report considered impacts over a 60 year period and compared emissions against the UK 4th Carbon Budget (construction emissions) and the 5th and 6th Carbon budgets (for operation). This assessment has also been incorporated intoupdatedupdated within Environmental Statement Chapter 14 (Document Reference 6.2), which outlines the measures taken to avoid and mitigate carbon emissions through the design of the scheme. It also describes an assessment of any likely significant climate factors in accordance with the requirements of the EIA Regulations and concludes in all cases the emissions calculated demonstrated no impact on the ability of the UK Government to meet these carbon budgets, and no significant effect on climate.	No
112	Environment	Concern that scale of the scheme causes impacts on the environment, wildlife and landscape in addition to noise and air pollution caused during construction and operation.	National Highways note the concern over the level of environmental impact potentially arising at Ashill as a result of the scheme. The need for the scheme is established and set out in the Case for the Scheme (Document Reference 7.1). The proposals seek to address traffic congestion and safety issues that currently impact on local people and businesses (including reducing impacts on air quality), whilst seeking to improve connectivity for local residents and other road users. As part of the design development, we have adopted a mitigation hierarchy, aiming first to avoid impacts, and then to mitigate those we are unable to avoid. The mitigation measures we have adopted are described in the Environmental Statement (Document Reference 6.2). National Highways has undertaken extensive ecological surveys to inform Environmental Statement Chapter 8 (Document Reference 6.2), which identifies mitigation measures required to protect wildlife during construction. For example, areas of existing vegetation or high biodiversity value have been retained or protected where possible or minimised through design. The Environmental Management Plan (Document Reference 6.4, Appendix 2.1) explains how the impact of construction activities on the environment, including wildlife, would be managed. This includes species and habitat specific mitigation strategies which detail measures that would be taken during both the construction and operational phases of the scheme to protect wildlife.	N/A
113	Environment	Concern the scheme will impact on the environment, local wildlife and landscape	National Highways note the concern over the level of environmental impact potentially arising at Ashill as a result of the scheme. The need for the scheme is established and set out in the Case for the Scheme (Document Reference 7.1). The proposals seek to address traffic congestion and safety issues that currently impact on local people and businesses (including reducing impacts on air quality), whilst seeking to improve connectivity for local residents and other road users. As part of the design development, we have adopted a mitigation hierarchy, aiming first to avoid impacts, and then to mitigate those we are unable to avoid. The mitigation measures we have adopted are described in the Environmental Statement (Document Reference 6.2).	N/A
114	Environment	Concerned proposals will have a large environmental impact.	National Highways note the concern over the level of environmental impact potentially arising at Ashill as a result of the scheme. The need for the scheme is established and set out in the Case for the Scheme (Document Reference 7.1). The proposals seek to address traffic congestion and safety issues that currently impact on local people and businesses (including reducing impacts on air quality), whilst seeking to improve connectivity for local residents and other road users. As part of the design development, we have adopted a mitigation hierarchy, aiming first to avoid impacts,	N/A

Row Number	Topic	Matters raised in response to consultation – matters copied verbatim	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Y/N or N/A)
			and then to mitigate those we are unable to avoid. The mitigation measures we have adopted are described in the Environmental Statement (Document Reference 6.2).	
115	Environment	Concerned over the effects of the unnecessary junction on the green environment, local wildlife and drainage and consider these impacts to go against all government policy initiatives.	National Highways note views that consider the A358 improvement is against all government policy initiatives, National Highways highlight Section 1.3 of the Environmental Statement (Document Reference 6.2) which identifies the key legislation and policy covering then development of road infrastructure. Specifically, it notes that the scheme has been developed in line with the National Policy Statement for National Networks (NPSNN), the principal legislation controlling projects of this nature. Throughout its development, the options assessed have been tested against relevant government policy. As part of the design development, we have adopted a mitigation hierarchy, aiming first to avoid impacts, and then to mitigate those we are unable to avoid. The mitigation measures we have adopted are described in the Environmental Statement (Document Reference 6.2). The impacts on biodiversity and drainage specifically are included in Environmental Statement Chapter 8 Biodiversity and Environmental Statement Chapter 13 Road Drainage and the water environment (Document Reference 6.2).	No
116	Landscape and visual impacts	Objects to the provision of new parallel roads on each side of the A358 as considers it will negatively impact on the views from walking trails and the AONB	National Highways recognises the significance and sensitivity of the landscape. Environmental Statement Chapter 7 Landscape and visual effects (Document Reference 6.2) assesses the impact of the scheme on local landscape and visual receptors. Where it is possible to do so for a development of this nature, mitigation measures have been implemented to avoid or minimise impacts and retain local character and visual amenity.	No
117	Landscape and visual impacts	Concerned too much of the countryside is being covered with roads and the impact of this on the character of the area.	National Highways recognises the significance and sensitivity of the landscape. Environmental Statement Chapter 7 Landscape and visual effects (Document Reference 6.2) assesses and reports the landscape and visual impacts of the scheme on local landscape and visual receptors from public right of ways, footpaths, and representative views from properties, including within the Blackdown Hills Area of Outstanding Natural Beauty. Where it is possible to do so for a development of this nature, mitigation measures have been implemented to avoid or minimise impacts and retain local character and visual amenity. This includes consideration of structure design, environmental earthworks, planting, and hedgerow improvements. Areas of existing vegetation of high biodiversity value including woodland, individual trees and hedgerows have also been retained or protected where possible or minimised through design to minimise impacts on visual amenity. The Environmental Masterplan is presented on Figure 7.8 of the Environmental Statement (Document Reference 6.3). The scheme only uses land essential for a development of this nature, including the environmental mitigation measures. National Highways proposals have sought to reduce the impact on agricultural land and farm holdings through minimising the amount of agricultural land temporarily and permanently required by the scheme. Agricultural land which is used temporarily is to be restored to a condition suitable for return to its existing land use. A mitigation hierarchy approach has been applied to the scheme design; seeking firstly to avoid, or reduce adverse effects on valued ecological features, and then to mitigate those which cannot be reduced. National Highways have developed a scheme which includes areas of habitat creation as replacement for those habitats lost to construction, all of which constitute essential mitigation for impacts to habitats, protected species and other environmental receptors. Opportunities to minimise the scheme footprint have been explored throughout the design process, with land being returned to agriculture where appropriate. For example, hedgerow improvements have been incorporated into the design of the scheme in an effort to minimise loss of viable agricultural land through creation of new hedgerows, reducing field size. This process has included liaison with impacted landowners and the incorporation of areas of habitat enhancement to avoid additional land take for habitat creation. The mitigation measures adopted are described in the Environmental Statement (Document Reference 6.2).	No
118	Landscape and visual impacts	Concerned proposals to use Ashill as a junction will create severe visual impacts.	National Highways recognises the significance and sensitivity of the landscape. Environmental Statement Chapter 7 Landscape and visual effects (Document Reference 6.2) assesses and reports the landscape and visual impacts of the scheme on local landscape and visual receptors from public right of ways, footpaths, and representative views from properties, including within the Blackdown Hills Area of Outstanding Natural Beauty. Where it is possible to do so for a development of this nature, mitigation measures have been implemented to avoid or minimise impacts and retain local character and visual amenity. This includes consideration of structure design, environmental earthworks, planting, and hedgerow improvements. Areas of existing vegetation of high biodiversity value including woodland, individual trees and hedgerows have also been retained or protected where possible or minimised through	No

Row Number	Topic	Matters raised in response to consultation – matters copied verbatim	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Y/N or N/A)
			design to minimise impacts on visual amenity. The Environmental Masterplan is presented on Figure 7.8 of the Environmental Statement (Document Reference 6.3).	
119	Landscape and visual impacts	Concerned the development will visually impact Ashill village.	National Highways recognises the significance and sensitivity of the landscape. Environmental Statement Chapter 7 Landscape and visual effects (Document Reference 6.2) assesses and reports the landscape and visual impacts of the scheme on local landscape and visual receptors from public right of ways, footpaths, and representative views from properties, including within the Blackdown Hills Area of Outstanding Natural Beauty. Where it is possible to do so for a development of this nature, mitigation measures have been implemented to avoid or minimise impacts and retain local character and visual amenity. This includes consideration of structure design, environmental earthworks, planting, and hedgerow improvements. Areas of existing vegetation of high biodiversity value including woodland, individual trees and hedgerows have also been retained or protected where possible or minimised through design to minimise impacts on visual amenity. The Environmental Masterplan is presented on Figure 7.8 of the Environmental Statement (Document Reference 6.3).	No
120	Landscape and visual impacts	Supports the proposals at Ashill Junction as long as the view to the south is not blocked by trees for park barn lane residents	The planting mitigation measure have been implemented to avoid or minimise impacts of the proposed development and retain local character and visual amenity, which can be found in the Environmental Statement Chapter 7 Landscape and visual effects, Section 9 (Document Reference 6.2). Mitigation planting has been proposed to mitigate impacts and where possible avoid secondary impacts resulting from the mitigation. The Environmental Masterplan is presented on Figure 7.8 of the Environmental Statement (Document Reference 6.3 Environmental Statement Figures).	No
121	Landscape and visual impacts	Objects to the proposals for Ashill junction as considers there will be a loss of cultural heritage which is not reversible. Disagrees with the need to rearrange and disrupt the countryside in and around Ashill. Considers proposals to be a scheme for the wider country at the expense of this area of Somerset.	National Highways recognises the significance and sensitivity of the landscape. Environmental Statement Chapter 7 Landscape and visual effects (Document Reference 6.2) assesses and reports the landscape and visual impacts of the scheme on local landscape and visual receptors from public right of ways, footpaths, and representative views from properties, including within the Blackdown Hills Area of Outstanding Natural Beauty. Where it is possible to do so for a development of this nature, mitigation measures have been implemented to avoid or minimise impacts and retain local character and visual amenity. This includes consideration of structure design, environmental earthworks, planting, and hedgerow improvements. Areas of existing vegetation of high biodiversity value including woodland, individual trees and hedgerows have also been retained or protected where possible or minimised through design to minimise impacts on visual amenity. The Environmental Masterplan is presented on Figure 7.8 of the Environmental Statement (Document Reference 6.3). The proposed development only uses land essential for a development of this nature, including the environmental mitigation measures. Mattock's Tree Green junction and Ashill junction have been designed in accordance with the appropriate standards (DMRB CD 122) taking into account the traffic levels and need for the slip roads to provide a safe means with which to exit or enter the A358 dual carriageway at high speed. Planting responds to the landscape character, as outlined in the Environmental Statement Chapter 7 Landscape and visual effects (Document Reference 6.2) Opportunities to minimise footprint have been explored throughout the design process, where appropriate further opportunities to minimise the footprint around Ashill have been considered.	No
122	Landscape and visual impacts	Considers the proposals for Ashill junction extensive in land take.	The proposed development only uses land essential for a development of this nature, including the environmental mitigation measures. Mattock's Tree Green junction and Ashill junction have been designed in accordance with the appropriate standards (DMRB CD 122) taking into account the traffic levels and need for the slip roads to provide a safe means with which to exit or enter the A358 dual carriageway at high speed. National Highways proposals have sought to reduce the impact on agricultural land and farm holdings through minimising the amount of agricultural land temporarily and permanently required by the scheme. Agricultural land which is used temporarily is to be restored to a condition suitable for return to its existing land use. A mitigation hierarchy approach has been applied to the scheme design; seeking firstly to avoid, or reduce adverse effects on valued ecological features, and then to mitigate those which cannot be reduced. National Highways have developed a scheme which includes areas of habitat creation as replacement for those habitats lost to construction, all of which constitute essential mitigation for impacts to habitats, protected species and other environmental receptors. Opportunities to minimise the scheme footprint have been explored throughout the design process, with land being returned to agriculture where appropriate. For example, hedgerow improvements have been incorporated into the design of the scheme in an effort to	No

Row Number	Topic	Matters raised in response to consultation – matters copied verbatim	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Y/N or N/A)
			minimise loss of viable agricultural land through creation of new hedgerows, reducing field size. This process has included liaison with impacted landowners and the incorporation of areas of habitat enhancement to avoid additional land take for habitat creation. The mitigation measures adopted are described in the Environmental Statement (Document Reference 6.2). National Highways has also sought to limit the severance of agricultural holdings which has farmland on both sides of the scheme through the provision of a number of local highway overbridges/underbridges. Where it has been considered agricultural circumstances require additional mitigation, agricultural access tracks which link severed parcels of agricultural land to the local highway network have been provided. The assessment relating to loss of soils and agricultural land are provided in Environmental Statement Chapter 9 Geology and soils and agricultural holdings is provided in Chapter 12 Population and human health (Document Reference 6.2).	
123	Landscape and visual impacts	Considers it unnecessary to cut up significant green land.	The proposed development only uses land essential for a development of this nature, including the environmental mitigation measures. Mattock's Tree Green junction and Ashill junction have been designed in accordance with the appropriate standards (DMRB CD 122) taking into account the traffic levels and need for the slip roads to provide a safe means with which to exit or enter the A358 dual carriageway at high speed. National Highways proposals have sought to reduce the impact on agricultural land and farm holdings through minimising the amount of agricultural land temporarily and permanently required by the scheme. Agricultural land which is used temporarily is to be restored to a condition suitable for return to its existing land use. A mitigation hierarchy approach has been applied to the scheme design; seeking firstly to avoid, or reduce adverse effects on valued ecological features, and then to mitigate those which cannot be reduced. National Highways have developed a scheme which includes areas of habitat creation as replacement for those habitats lost to construction, all of which constitute essential mitigation for impacts to habitats, protected species and other environmental receptors. Opportunities to minimise the scheme footprint have been explored throughout the design process, with land being returned to agriculture where appropriate. For example, hedgerow improvements have been incorporated into the design of the scheme in an effort to minimise loss of viable agricultural land through creation of new hedgerows, reducing field size. This process has included liaison with impacted landowners and the incorporation of areas of habitat enhancement to avoid additional land take for habitat creation. The mitigation measures adopted are described in the Environmental Statement (Document Reference 6.2). National Highways has also sought to limit the severance of agricultural holdings which has farmland on both sides of the scheme through the provision of a number of local highway overbridges/underbridges. Where it has been considered agricultural circumstances require additional mitigation, agricultural access tracks which link severed parcels of agricultural land to the local highway network have been provided. The assessment relating to loss of soils and agricultural land are provided in Environmental Statement Chapter 9 Geology and soils and agricultural holdings is provided in Chapter 12 Population and human health (Document Reference 6.2).	No
124	Landscape and visual impacts	Concerned that the proposals for Ashill junction cover lots of farmland.	The scheme only uses land essential for a development of this nature, including the environmental mitigation measures. National Highways proposals have sought to reduce the impact on agricultural land and farm holdings through minimising the amount of agricultural land temporarily and permanently required by the scheme. Agricultural land which is used temporarily is to be restored to a condition suitable for return to its existing land use. A mitigation hierarchy approach has been applied to the scheme design; seeking firstly to avoid, or reduce adverse effects on valued ecological features, and then to mitigate those which cannot be reduced. National Highways have developed a scheme which includes areas of habitat creation as replacement for those habitats lost to construction, all of which constitute essential mitigation for impacts to habitats, protected species and other environmental receptors. Opportunities to minimise the scheme footprint have been explored throughout the design process, with land being returned to agriculture where appropriate. For example, hedgerow improvements have been incorporated into the design of the scheme in an effort to minimise loss of viable agricultural land through creation of new hedgerows, reducing field size. This process has included liaison with impacted landowners and the incorporation of areas of habitat enhancement to avoid additional land take for habitat creation. The mitigation measures adopted are	No

Row Number	Topic	Matters raised in response to consultation – matters copied verbatim	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Y/N or N/A)
			described in the Environmental Statement (Document Reference 6.2). National Highways has also sought to limit the severance of agricultural holdings which has farmland on both sides of the scheme through the provision of a number of local highway overbridges/underbridges. Where it has been considered agricultural circumstances require additional mitigation, agricultural access tracks which link severed parcels of agricultural land to the local highway network have been provided. The assessment relating to loss of soils and agricultural land are provided in Environmental Statement Chapter 9 Geology and soils and agricultural holdings is provided in Chapter 12 Population and human health (Document Reference 6.2).	
125	Landscape and visual impacts	Objects to proposals for Ashill junction as considers them to waste too much land.	The scheme only uses land essential for a development of this nature, including the environmental mitigation measures. National Highways proposals have sought to reduce the impact on agricultural land and farm holdings through minimising the amount of agricultural land temporarily and permanently required by the scheme. Agricultural land which is used temporarily is to be restored to a condition suitable for return to its existing land use. A mitigation hierarchy approach has been applied to the scheme design; seeking firstly to avoid, or reduce adverse effects on valued ecological features, and then to mitigate those which cannot be reduced. National Highways have developed a scheme which includes areas of habitat creation as replacement for those habitats lost to construction, all of which constitute essential mitigation for impacts to habitats, protected species and other environmental receptors. Opportunities to minimise the scheme footprint have been explored throughout the design process, with land being returned to agriculture where appropriate. For example, hedgerow improvements have been incorporated into the design of the scheme in an effort to minimise loss of viable agricultural land through creation of new hedgerows, reducing field size. This process has included liaison with impacted landowners and the incorporation of areas of habitat enhancement to avoid additional land take for habitat creation. The mitigation measures adopted are described in the Environmental Statement (Document Reference 6.2). National Highways has also sought to limit the severance of agricultural holdings which has farmland on both sides of the scheme through the provision of a number of local highway overbridges/underbridges. Where it has been considered agricultural circumstances require additional mitigation, agricultural access tracks which link severed parcels of agricultural land to the local highway network have been provided. The assessment relating to loss of soils and agricultural land are provided in Environmental Statement Chapter 9 Geology and soils and agricultural holdings is provided in Chapter 12 Population and human health (Document Reference 6.2).	No
126	Noise and vibration	Objects to the provision of new parallel roads on each side of the A358 as considers their construction and operation will cause noise pollution	The effects of the scheme in relation to noise (during both construction and operation) have been assessed. This is reported in Environmental Statement Chapter 11 Noise and vibration (Document Reference 6.2), which also sets out the measures that National Highways proposes to mitigate adverse noise effects. For example, where residents would be impacted by noise as a result of the scheme, the design includes the use of low noise surfacing, cuttings, acoustic bunds and other physical features to reduce noise impacts during operation and best practicable means including some localised noise screening and low vibration plant during construction. National Highways has also produced an Environmental Management Plan (Document Reference 6.4, Appendix 2.1), which explains how the impact of construction activities will be managed. The location of acoustic bunds and barriers are shown on Environmental Statement Figure 7.8 Environmental Masterplan (Document Reference 6.3).	N/A
127	Noise and vibration	Concerned the development will have noise impacts to Ashill village.	The effects of the scheme in relation to noise (during both construction and operation) have been assessed. This is reported in Environmental Statement Chapter 11 Noise and vibration (Document Reference 6.2), which also sets out the measures that National Highways proposes to mitigate adverse noise effects. For example, where residents would be impacted by noise as a result of the scheme, the design includes the use of low noise surfacing, cuttings, acoustic bunds and other physical features to reduce noise impacts during operation and best practicable means including some localised noise screening and low vibration plant during construction. National Highways has also produced an Environmental Management Plan (Document Reference 6.4, Appendix 2.1), which explains how the impact of construction activities will be managed. The location of acoustic bunds and barriers are shown on Environmental Statement Figure 7.8 Environmental Masterplan (Document Reference 6.3).	N/A

Row Number	Topic	Matters raised in response to consultation – matters copied verbatim	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Y/N or N/A)
128	Noise and vibration	Concerned the road is moving closer to properties and this will have impacts such as noise pollution.	The effects of the scheme in relation to noise (during both construction and operation) have been assessed. This is reported in Environmental Statement Chapter 11 Noise and vibration (Document Reference 6.2), which also sets out the measures that National Highways proposes to mitigate adverse noise effects. For example, where residents would be impacted by noise as a result of the scheme, the design includes the use of low noise surfacing, cuttings, acoustic bunds and other physical features to reduce noise impacts during operation and best practicable means including some localised noise screening and low vibration plant during construction. National Highways has also produced an Environmental Management Plan (Document Reference 6.4, Appendix 2.1), which explains how the impact of construction activities will be managed. The location of acoustic bunds and barriers are shown on Environmental Statement Figure 7.8 Environmental Masterplan (Document Reference 6.3).	N/A
129	Population and human health: community impacts	Concern that the impacts of the scheme in terms of severance and quality of life are written in the consultation materials by someone who does''t live in the area, and without any survey information from those that do. Concern that the proposed scheme would make life worse for many.	As set out in this Consultation Report (Document Reference 5.1), National Highways recognises the importance of engaging with local residents and businesses throughout the Development Consent Order process and has carefully considered all consultation and engagement feedback from individuals and organisations, making some design changes as a result. It is intended that engagement with stakeholders will continue throughout examination, detailed design and construction. Environmental Statement Chapter 12 Population and health (Document Reference 6.2) considers impacts on the local community and their health. In conclusion there would be positive health outcomes across all wards for the following health determinants: transport and connectivity, ambient air quality, employment and training and safety of the existing affected road network. With neutral health outcomes in relation to other assessed health determinants across all wards: healthcare and community, recreational and education facilities, green/open space, ambient noise environment, sources and pathways of potential pollution and landscape amenity.	No
130	Population and human health: community impacts	Disagrees with the proposals for the Ashill junction as considers it will disrupt local villages and communities	National Highways acknowledges the range of views expressed including concern around impact on local people. The proposals aim to address the traffic issues and long delays currently experienced along the route and to improve traffic flow, safety and connectivity for local residents and other road users. The beneficial and adverse effects of the scheme on the local community are reported in Environmental Statement Chapter 12 Population and health (Document Reference 6.2).	No
131	Principle of development	Considers the businesses case could be achieved with a simpler scheme with conventional junctions.	The Preferred Route Announcement made in June 2019 was made considering public consultation feedback, and the accompanying Scheme Assessment Report (Document Reference 7.6) set out the reasons for the selection of a preferred route, including appraisal of alternatives. National Highways has progressed the scheme accordingly, and the options assessment process is set out in Environmental Statement Chapter 3 Assessment of alternatives (Document Reference 6.2). Please refer to Chapter 2 of this Consultation Report (Document Reference 5.1) for further information. The National Highways delivery plan for 2020 – 2025 confirms that we're committed to delivering a high-quality and high-performing dual carriageway route along the A303/A358 corridor, not an expressway or a motorway. This represented a change to the Government's first Road Investment Strategy (RIS1) intention to create a new Expressway corridor into the region, but the second Road Investment Strategy (RIS2) revised this intention, taking into account an expressway prohibits the use of farm vehicles, and the local area is rural in nature. As part of the scheme National Highways would permit local traffic and agricultural traffic to join the strategic network in a safe way via a limited number of junctions. For the A358 to become a high quality dual carriageway, junctions along its length must provide a safe means with which to exit or enter the A358 dual carriageway at high speed, complying with the Design Manual for Roads and Bridges (DMRB) CD 122. As such, most of the direct local road accesses have been removed and access to the A358 is from new grade separated junctions at Mattock's Tree Green and Ashill.	N/A
132	Principle of development	Considers the proposals excessive to solve the problem with the A358. Highlights that the main congestion problem is the approach to J25 from Henlade and suggests this should be solved with a wider selection of road with more lane options in the last 300m of the approach.	The Preferred Route Announcement made in June 2019 was made considering public consultation feedback, and the accompanying Scheme Assessment Report (Document Reference 7.6) set out the reasons for the selection of a preferred route, including appraisal of alternatives. National Highways has progressed the scheme accordingly, and the options assessment process is set out in Environmental Statement Chapter 3 Assessment of alternatives (Document Reference 6.2). Please refer to Chapter 2 of this Consultation Report (Document Reference 5.1) for further information. The route is required to provide a continuous high quality dual carriageway across the strategic corridor,	No

Row Number	Topic	Matters raised in response to consultation – matters copied verbatim	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Y/N or N/A)
			with safe overtaking opportunities. This would improve journey time reliability, allowing for higher speeds and faster connections, and improve safety by reducing accidents, for example by reducing the number of local lanes joining the A358. Somerset County Council completed an improvement scheme at M5 junction 25 in January 2021. This has increased the capacity at the roundabout and its approach arms significantly as the roundabout has been widened from three to four lanes. As part of the A358 Taunton to Southfields Dualling scheme, further enhancements are proposed at M5 junction 25, which would mean it would continue to operate within its capacity. The results of associated traffic modelling for M5 junction 25 are reported in the Combined Modelling and Appraisal Report (Document Reference 7.4).	
133	Principle of development	Objects to the development	National Highways acknowledges the range of views expressed relating to the need for the scheme and those responses received which object to the scheme going ahead in principle. The need for the scheme is established and set out in the Case for the Scheme (Document Reference 7.1). The proposals seek to address traffic congestion and safety issues that currently impact on local people and businesses, whilst seeking to improve connectivity for local residents and other road users. The proposed scheme is part of the Government's second Road Investment Strategy (RIS2), which identifies parts of the strategic road network that need upgrading to improve safety, connectivity, and reliability for its users. The South West's economy is under-performing compared to the UK average. Local councils and business leaders agree that upgrading the rest of the A303/A358 corridor to dual carriageway would help connect the South West better to neighbouring regions, unlocking its potential for growth and supporting plans for more homes and jobs. Details of the economic appraisal of the scheme, which forms the basis for the value for money assessment, are provided in the Combined Modelling and Appraisal Report (Document Reference 7.4).	N/A
134	Principle of development	Objects to the scheme as considers there is not need for additional roads and junctions	The Preferred Route Announcement made in June 2019 was made considering public consultation feedback, and the accompanying Scheme Assessment Report (Document Reference 7.6) set out the reasons for the selection of a preferred route, including appraisal of alternatives. National Highways has progressed the scheme accordingly, and the options assessment process is set out in Environmental Statement Chapter 3 Assessment of alternatives (Document Reference 6.2). Please refer to Chapter 2 of this Consultation Report (Document Reference 5.1) for further information. The route is required to provide a continuous high quality dual carriageway across the strategic corridor, with safe overtaking opportunities. This would improve journey time reliability, allowing for higher speeds and faster connections, and improve safety by reducing accidents, for example by reducing the number of local lanes joining the A358. For the A358 to become a high quality dual carriageway, junctions along its length must provide a safe means with which to exit or enter the A358 dual carriageway at high speed, complying with the Design Manual for Roads and Bridges (DMRB) CD 122. As such, most of the direct local road accesses have been removed and access to the A358 is from new grade separated junctions at Mattock's Tree Green and Ashill.	N/A
135	Principle of development	States that this section of the A358 needs the least amount of improvement	The Preferred Route Announcement made in June 2019 was made considering public consultation feedback, and the accompanying Scheme Assessment Report (Document Reference 7.6) set out the reasons for the selection of a preferred route, including appraisal of alternatives. National Highways has progressed the scheme accordingly, and the options assessment process is set out in Environmental Statement Chapter 3 Assessment of alternatives (Document Reference 6.2). Please refer to Chapter 2 of this Consultation Report (Document Reference 5.1) for further information. National Highways acknowledges the comment. The section between Thornfalcon and Southfields is required to provide a continuous high quality dual carriageway across the strategic corridor, with safe overtaking opportunities. This would improve journey time reliability, allowing for higher speeds and faster	N/A

Row Number	Topic	Matters raised in response to consultation – matters copied verbatim	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Y/N or N/A)
			connections, and improve safety by reducing accidents, for example by reducing the number of local lanes joining the A358.	
136	Principle of development	Objects to proposals for Ashill junction as considers it not needed.	The Preferred Route Announcement made in June 2019 was made considering public consultation feedback, and the accompanying Scheme Assessment Report (Document Reference 7.6) set out the reasons for the selection of a preferred route, including appraisal of alternatives. National Highways has progressed the scheme accordingly, and the options assessment process is set out in Environmental Statement Chapter 3 Assessment of alternatives (Document Reference 6.2). Please refer to Chapter 2 of this Consultation Report (Document Reference 5.1) for further information. The National Highways delivery plan for 2020 – 2025 confirms that we're committed to delivering a high-quality and high-performing dual carriageway route along the A303/A358 corridor, not an expressway or a motorway. This represented a change to the Government's first Road Investment Strategy (RIS1) intention to create a new Expressway corridor into the region, but the second Road Investment Strategy (RIS2) revised this intention, taking into account an expressway prohibits the use of farm vehicles, and the local area is rural in nature. As part of the scheme National Highways would permit local traffic and agricultural traffic to join the strategic network in a safe way via a limited number of junctions. National Highways consider that the current proposals for Ashill junction are appropriate and in accordance with current standards and therefore do not consider the suggested changes to be necessary.	N/A
137	Principle of development	Considers the businesses case will still be achieved with a simpler scheme with conventional junctions.	The Preferred Route Announcement made in June 2019 was made considering public consultation feedback, and the accompanying Scheme Assessment Report (Document Reference 7.6) set out the reasons for the selection of a preferred route, including appraisal of alternatives. National Highways has progressed the scheme accordingly, and the options assessment process is set out in Environmental Statement Chapter 3 Assessment of alternatives (Document Reference 6.2). Please refer to Chapter 2 of this Consultation Report (Document Reference 5.1) for further information. The National Highways delivery plan for 2020 – 2025 confirms that we're committed to delivering a high-quality and high-performing dual carriageway route along the A303/A358 corridor, not an expressway or a motorway. This represented a change to the Government's first Road Investment Strategy (RIS1) intention to create a new Expressway corridor into the region, but the second Road Investment Strategy (RIS2) revised this intention, taking into account an expressway prohibits the use of farm vehicles, and the local area is rural in nature. As part of the scheme National Highways would permit local traffic and agricultural traffic to join the strategic network in a safe way via a limited number of junctions. For the A358 to become a high quality dual carriageway, junctions along its length must provide a safe means with which to exit or enter the A358 dual carriageway at high speed, complying with the Design Manual for Roads and Bridges (DMRB) CD 122. As such, most of the direct local road accesses have been removed and access to the A358 is from new grade separated junctions at Mattock's Tree Green and Ashill.	N/A
138	Principle of development	Objection to the principle of development and concern that proposals are unjustified. Concern that the benefits to be gained are minimal and that the scheme would bring potentially serious negative impacts. Considers the objectives mentioned for the scheme to be general, potentially disingenuous and un-quantified.	National Highways acknowledges the range of views expressed relating to the need for the scheme and those responses received which object to the scheme going ahead in principle. The need for the scheme is established and set out in the Case for the Scheme (Document Reference 7.1). The proposals seek to address traffic congestion and safety issues that currently impact on local people and businesses, whilst seeking to improve connectivity for local residents and other road users. The proposed scheme is part of the Government's second Road Investment Strategy (RIS2), which identifies parts of the strategic road network that need upgrading to improve safety, connectivity, and reliability for its users. The South West's economy is under-performing compared to the UK average. Local councils and business leaders agree that upgrading the rest of the A303/A358 corridor to dual carriageway would help connect the South West better to neighbouring regions, unlocking its potential for growth and supporting plans for more homes and jobs. Details of the economic appraisal of the scheme, which forms the basis for the value for money assessment, are provided in the Combined Modelling and Appraisal Report (Document Reference 7.4).	N/A

Row Number	Topic	Matters raised in response to consultation – matters copied verbatim	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Y/N or N/A)
			National Highways acknowledges the range of views expressed including concern around impact on local people. The beneficial and adverse effects of the scheme on the local community are reported in Environmental Statement Chapter 12 Population and human health (Document Reference 6.2).	
139	Principle of development	Objection to proposal based on it being unrequired	National Highways acknowledges the range of views expressed relating to the need for the scheme and those responses received which object to the scheme going ahead in principle. The need for the scheme is established and set out in the Case for the Scheme (Document Reference 7.1). The proposals seek to address traffic congestion and safety issues that currently impact on local people and businesses, whilst seeking to improve connectivity for local residents and other road users. The proposed scheme is part of the Government's second Road Investment Strategy (RIS2), which identifies parts of the strategic road network that need upgrading to improve safety, connectivity, and reliability for its users. The South West's economy is under-performing compared to the UK average. Local councils and business leaders agree that upgrading the rest of the A303/A358 corridor to dual carriageway would help connect the South West better to neighbouring regions, unlocking its potential for growth and supporting plans for more homes and jobs. Details of the economic appraisal of the scheme, which forms the basis for the value for money assessment, are provided in the Combined Modelling and Appraisal Report (Document Reference 7.4).	N/A
140	Principle of development	Objection to this scheme on the basis that its not required	National Highways acknowledges the range of views expressed relating to the need for the scheme and those responses received which object to the scheme going ahead in principle. The need for the scheme is established and set out in the Case for the Scheme (Document Reference 7.1). The proposals seek to address traffic congestion and safety issues that currently impact on local people and businesses, whilst seeking to improve connectivity for local residents and other road users. The proposed scheme is part of the Government's second Road Investment Strategy (RIS2), which identifies parts of the strategic road network that need upgrading to improve safety, connectivity, and reliability for its users. The South West's economy is under-performing compared to the UK average. Local councils and business leaders agree that upgrading the rest of the A303/A358 corridor to dual carriageway would help connect the South West better to neighbouring regions, unlocking its potential for growth and supporting plans for more homes and jobs. Details of the economic appraisal of the scheme, which forms the basis for the value for money assessment, are provided in the Combined Modelling and Appraisal Report (Document Reference 7.4).	N/A
141	Principle of development	Supports the scheme, considers the road improvement is needed.	National Highways acknowledges the range of views expressed, including those received in support of the scheme.	N/A
142	Principle of development	Agrees in principle to the proposals.	National Highways acknowledges the range of views expressed, including those received in support of the scheme.	N/A
143	Principle of development	Objects to the proposed scheme with the exception of Henlade bypass and the improvements to the Southfields roundabout.	The Preferred Route Announcement made in June 2019 was made considering public consultation feedback, and the accompanying Scheme Assessment Report (Document Reference 7.6) set out the reasons for the selection of a preferred route, including appraisal of alternatives. National Highways has progressed the scheme accordingly, and the options assessment process is set out in Environmental Statement Chapter 3 Assessment of alternatives (Document Reference 6.2). Please refer to Chapter 2 of this Consultation Report (Document Reference 5.1) for further information. National Highways acknowledges the comment. The section between Thornfalcon and Southfields is required to provide a continuous high quality dual carriageway across the strategic corridor, with safe overtaking opportunities. This would improve journey time reliability, allowing for higher speeds and faster connections, and improve safety by reducing accidents, for example by reducing the number of local lanes joining the A358. Part of the scheme includes upgrades to the Southfields roundabout so that we can safely adapt it to the	N/A

Row Number	Topic	Matters raised in response to consultation – matters copied verbatim	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Y/N or N/A)
			new dual carriageway. Although a full upgrade of the roundabout is not included in these plans, National Highways are working on a future scheme for the A303 South Petherton to Southfields, carrying out a study on this section of the A303 to improve the flow of traffic. The A303 South Petherton to Southfields scheme was being considered as part of a pipeline of schemes that may be delivered through the third Road Investment Strategy (RIS3) period (2025-2030). In March 2023, Government announced the pipeline of schemes earmarked for RIS3 (covering 2025 to 2030) will continue to be developed but considered for delivery as part of RIS4 (beyond 2030). All the schemes in the pipeline programme remain uncommitted, with no guarantee they will be taken forward into construction.	
144	Principle of development	Disagrees with the proposals for a new parallel road each side of the A358 as considers it will create ecological and environmental damage.	National Highways acknowledge concern over the level of environmental impact potentially arising from the scheme. The need for the scheme is established and set out in the Case for the Scheme (Document Reference 7.1). The proposals seek to address traffic congestion and safety issues that currently impact on local people and businesses (including reducing impacts on air quality), whilst seeking to improve connectivity for local residents and other road users. As part of the design development, we have adopted a mitigation hierarchy, aiming first to avoid impacts, and then to mitigate those we are unable to avoid. The mitigation measures we have adopted are described in the Environmental Statement (Document Reference 6.2).	N/A
145	Road drainage and the water environment	Objection to the proposals for the Ashill junction. Concern that there is no detail on flood alleviation measures for the new Ashill junction due to the additional road surface area.	As set out in Environmental Statement (ES) Chapter 13 Road drainage and the water environment (Document Reference 6.2), appropriate assessment and flood modelling work has been undertaken to inform the design of the road drainage system. This has determined the size of attenuation needed to store excess surface water generated by the hard road surfaces. These attenuation basins will then allow water to flow into the local rivers at a controlled rate once they have returned to normal level. The drainage design of the scheme is to modern standards and accounts for the extremes in rainfall and potential increases in rain storm intensity and volumes as a result of climate change.	No
146	Road drainage and the water environment	Suggests that a small part of the drainage ponds located near the proposed Ashill junction stay wet for wildlife. Highlights using an annotated map that an area becomes flooded in winter and suggests that the drainage access road be used as the new footpath.	Eighteen wildlife ponds have been included around Ashill junction to compensate for the loss of ponds to construction of the scheme. Across the scheme as a whole three wildlife ponds would be created for each lost. These ponds would be specifically designed with a shape, size and profile to ensure they hold water throughout the year and benefit a wide range of plant and animal species. Wildlife ponds have been located at the outer edge of the junction and within wider areas of habitat creation to ensure they are not isolated within the landscape by the junction, and associated road design, and maintain ecological connectivity into adjacent retained habitats beyond the scheme. Drainage and wildlife ponds have been kept separate due to the functioning, operation and maintenance of the drainage ponds. Proposals for walkers, cyclists and horse-riders and improved connections as part of the scheme are detailed in the Rights of Way and Access Plans (Document Reference 2.4), which is complemented by the Public Rights of Way Management Plan (Document Reference 6.4, Appendix 2.1, Annex F). As detailed in Environmental Statement Chapter 12 Population and human health (Document Reference 6.2), the scheme includes a number of elements that either ensure continued access for walking, cycling and horse-riding, or bring improvements in terms of current accessibility and severance. Environmental Statement Chapter 12 Population and human health (Document Reference 6.2) identifies the public rights of way (PRoW) that would be affected by the scheme and includes numerous proposals that seek to improve accessibility and connectivity across the PRoW network. In summary this includes: · 19 new PRoW (seven footpaths, three bridleways, nine restricted byways) · 14 instances of stopping up PRoW for which an alternative would be available · 19 instances (13 in full, 6 in part) of stopping up PRoW for which no alternative would be provided These works would maintain and enhance access to open spaces and nature, particularly for the communities which live close to these routes and who may use them frequently for local walking.	No
147	Safety and road accidents	Support for proposals for the Ashill junction as it is considered that these would be safer and better for local residents.	National Highways acknowledges the range of views expressed, including those received in support of the scheme.	No
148	Safety and road accidents	Supports proposals for Ashill junction as considers the current staggered junction layout to be dangerous and notes that at peak traffic it is impossible to safely enter the traffic flow.	National Highways acknowledges the range of views expressed, including those received in support of the scheme.	No

Row Number	Topic	Matters raised in response to consultation – matters copied verbatim	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Y/N or N/A)
149	Safety and road accidents	Supports grade separated junction at Ashill for safety	National Highways acknowledges the range of views expressed, including those received in support of the scheme.	No
150	Safety and road accidents	Supports proposals for the Ashill Junction as suggests the junction may be safer than a regular diamond interchange as the slip road junctions are staggered which will lower potential traffic conflict points per junction.	National Highways acknowledges the range of views expressed, including those received in support of the scheme.	No
151	Safety and road accidents	Concern about the increase of traffic on Windmill Hill Lane and the potential safety issues for WCH on this road. States this road is used frequently by WCH and connects Ashill with Broadway and Hastings. Currently traffic is too fast on this road which outs WCH in dangerous situations	By improving congestion and reliability, the scheme aims to reduce the likelihood of drivers choosing alternative routes through neighbouring communities and make it easier for drivers, walkers, cyclists and other local road users to get around. National Highways has undertaken traffic modelling of the A358 and surrounding area to understand the changes in traffic flows. The results are reported in the Combined Modelling and Appraisal Report (Document Reference 7.4) and shows that there will be slight or negligible changes on most local roads, although with some seeing very significant benefits as a result of reductions in vehicles using alternative routes to the A358 between Taunton and Ilminster. Where the scheme is forecast to lead to increases in traffic on local roads, National Highways has agreed an approach with Somerset Council, the highway authority for these roads, to assess the forecast traffic impacts and determine whether mitigation is required. As part of the scheme, mitigation measures on the local road network are proposed to help ensure that increases in traffic do not have a detrimental impact on aspects such as traffic congestion or road safety on the local road network. Engagement with Somerset Council on the details of the local roads mitigation will continue into the detailed design stage.	N/A
152	Safety and road accidents	Objection to the design proposals for the new Ashill junction as it is considered that it would be dangerous to have a merge on a bend with a short acceleration lane.	National Highways are adopting the latest design standards for the A358 Taunton to Southfields scheme which includes GD 300. This is part of the Design Manual for Roads and Bridges (DMRB) and includes requirements and advice for new and upgraded all-purpose trunk roads, covering four different levels of provision. Specifically, the scheme is being designed as a Level 2 dual carriageway which means it will have All-Purpose Trunk Road designation and will be accessible to agricultural vehicles. Ashill junction has been designed in accordance with the appropriate standards (DMRB CD 122) taking into account the traffic levels and need for the slip roads to provide a safe means with which to exit or enter the A358 dual carriageway at high speed.	No
153	Safety and road accidents	Considers the number of give way junctions proposed excessive and concerned this could lead to a loss in direction and as a result, accidents.	The junction form is a standard grade-separated junction with priority junctions. The signage at the junction will be clear to enable drivers to navigate the junction correctly.	N/A
154	Traffic, access and modelling	Highlights the need to respect and provide for local villages and ensure they are not affected by rat-runs. Considers Ashill Junction will be a lead off when the A358 blocks with traffic and concerned Ashill, Horton and Broadway will suffer with rat run.	By improving congestion and reliability, the scheme aims to reduce the likelihood of drivers choosing alternative routes through neighbouring communities and make it easier for drivers, walkers, cyclists and other local road users to get around. National Highways has undertaken traffic modelling of the A358 and surrounding area to understand the changes in traffic flows. The results are reported in the Combined Modelling and Appraisal Report (Document Reference 7.4) and shows that there will be slight or negligible changes on most local roads, although with some seeing very significant benefits as a result of reductions in vehicles using alternative routes to the A358 between Taunton and Ilminster. Where the scheme is forecast to lead to increases in traffic on local roads, National Highways has agreed an approach with Somerset Council, the highway authority for these roads, to assess the forecast traffic impacts and determine whether mitigation is required. As part of the scheme, mitigation measures on the local road network are proposed to help ensure that increases in traffic do not have a detrimental impact on aspects such as traffic congestion or road safety on the local road network. Engagement with Somerset Council on the details of the local roads mitigation will continue into the detailed design stage.	N/A
155	Traffic, access and modelling	Concerned using Ashill as a junction for local traffic will increase traffic flow through Ashill village. Suggests Hatch Beauchamp is linked with Stewley link to reduce the impact on Ashill Village.	During the 2021 statutory consultation, it was noted that there was concern about the rise in traffic flow forecast through the village of Ashill. As a result, National Highways proposed some changes along the old A358 though Ashill which would reduce driver speeds and therefore improve safety for all road users. The changes proposed are to narrow the road, build sections of kerbs or footways into the road and improved pedestrian crossing facilities at several locations through the village as well as enhancing road signing and marking. These measures have been agreed in principle with Somerset Council, however further work is required to agree aspects such as the detailed design and construction specification. These measures would reduce driver speeds and therefore improve safety for all users.	No

Row Number	Topic	Matters raised in response to consultation – matters copied verbatim	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Y/N or N/A)
156	Traffic, access and modelling	Objection to the proposals for the new Ashill junction. Accepts that it would be necessary for local traffic to have access to the new road so as to be able to travel out of the area so this junction has to exist. However, concern raised about the impact on the village of Ashill will be significant. Suggests that putting more junctions onto a dual carriageway rather than trying to make an expressway would prevent the need for traffic through Ashill and the need to build the new road connecting Stewley and Ashill.	During the 2021 statutory consultation, it was noted that there was concern about the rise in traffic flow forecast through the village of Ashill. As a result, National Highways proposed some changes along the old A358 though Ashill which would reduce driver speeds and therefore improve safety for all road users. The changes proposed are to narrow the road, build sections of kerbs or footways into the road and improved pedestrian crossing facilities at several locations through the village as well as enhancing road signing and marking. These measures have been agreed in principle with Somerset Council, however further work is required to agree aspects such as the detailed design and construction specification. These measures would reduce driver speeds and therefore improve safety for all users.	No
157	Traffic, access and modelling	Objects to proposals for the Ashill junction as it is considered that All traffic from Windmill Hill, and much of western end of Horton (Five Dials area) would drive through Ashill village to enter to go North, as likely quicker than the proposed Hatch Beauchamp link. Requests to leave the Kenny junction as it is.	During the 2021 statutory consultation, it was noted that there was concern about the rise in traffic flow forecast through the village of Ashill. As a result, National Highways proposed some changes along the old A358 though Ashill which would reduce driver speeds and therefore improve safety for all road users. The changes proposed are to narrow the road, build sections of kerbs or footways into the road and improved pedestrian crossing facilities at several locations through the village as well as enhancing road signing and marking. These measures have been agreed in principle with Somerset Council, however further work is required to agree aspects such as the detailed design and construction specification. These measures would reduce driver speeds and therefore improve safety for all users.	No
158	Traffic, access and modelling	Objects to proposals for the new Ashill junction as considers with increasing traffic and destruction of villages through large housing estate all additional measures to allow safe access to all villages and current and planned future housing estates are necessary.	During the 2021 statutory consultation, it was noted that there was concern about the rise in traffic flow forecast through the village of Ashill. As a result, National Highways proposed some changes along the old A358 though Ashill which would reduce driver speeds and therefore improve safety for all road users. The changes proposed are to narrow the road, build sections of kerbs or footways into the road and improved pedestrian crossing facilities at several locations through the village as well as enhancing road signing and marking. These measures have been agreed in principle with Somerset Council, however further work is required to agree aspects such as the detailed design and construction specification. These measures would reduce driver speeds and therefore improve safety for all users.	No
159	Traffic, access and modelling	Disagrees with the proposals for a new Ashill Junction as considers Ashill village will be divided and through traffic will increase dramatically.	During the 2021 statutory consultation, it was noted that there was concern about the rise in traffic flow forecast through the village of Ashill. As a result, National Highways proposed some changes along the old A358 though Ashill which would reduce driver speeds and therefore improve safety for all road users. The changes proposed are to narrow the road, build sections of kerbs or footways into the road and improved pedestrian crossing facilities at several locations through the village as well as enhancing road signing and marking. These measures have been agreed in principle with Somerset Council, however further work is required to agree aspects such as the detailed design and construction specification. These measures would reduce driver speeds and therefore improve safety for all users.	No
160	Traffic, access and modelling	Objects to new Ashill junction as it is considered that all the traffic from Village Rd Hatch Beauchamp and outlying villages will go through Ashill, back to the position before the building of the original A358.	During the 2021 statutory consultation, it was noted that there was concern about the rise in traffic flow forecast through the village of Ashill. As a result, National Highways proposed some changes along the old A358 though Ashill which would reduce driver speeds and therefore improve safety for all road users. The changes proposed are to narrow the road, build sections of kerbs or footways into the road and improved pedestrian crossing facilities at several locations through the village as well as enhancing road signing and marking. These measures have been agreed in principle with Somerset Council, however further work is required to agree aspects such as the detailed design and construction specification. These measures would reduce driver speeds and therefore improve safety for all users.	No
161	Traffic, access and modelling	Suggests Ashill junction is in the wrong location and needs to sit on the other side of Ashill closer to Stewley. Concerns that traffic for Taunton from Windmill Hill and Hastings will have to go via Ashill village to reach the junction.	During the 2021 statutory consultation, it was noted that there was concern about the rise in traffic flow forecast through the village of Ashill. As a result, National Highways proposed some changes along the old A358 though Ashill which would reduce driver speeds and therefore improve safety for all road users. The changes proposed are to narrow the road, build sections of kerbs or footways into the road and improved pedestrian crossing facilities at several locations through the village as well as enhancing road signing and marking. These measures have been agreed in principle with Somerset Council, however further work is required to agree aspects such as the detailed design and construction specification. These measures would reduce driver speeds and therefore improve safety for all users.	No
162	Traffic, access and modelling	Objects to proposals as considers there no need to change the road as there are no traffic issues associated with it.	National Highways acknowledges the range of views expressed relating to the need for the scheme and those responses received which object to the scheme going ahead in principle. The Case for the Scheme (Document Reference 7.1) explains the need for the proposed development and the reasons why the scheme put forward as part of this Development Consent Order application is the preferred solution. The scheme is part of the Government's Road Investment Strategy 2 (RIS2), which identifies parts of the strategic road network that need upgrading to improve safety, connectivity, and reliability for its users. The	N/A

Appendix Table 5.1M Summary of matters raised in relation to Q4a of the feedback questionnaire in relation to proposals for the Ashill junction and the National Highways response

Row Number	Topic	Matters raised in response to consultation – matters copied verbatim	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Y/N or N/A)
			South West's economy is under-performing compared to the UK average and local councils and business leaders agree that the scheme would help connect the South West better to neighbouring regions, unlocking its potential for growth and supporting plans for more homes and jobs. Details of the economic appraisal of the scheme, which forms the basis for the value for money assessment, are provided in the Combined Modelling and Appraisal Report (Document reference 7.4).	
163	Traffic, access and modelling	Supports the proposals for the new Ashill junction as considers it will enable local traffic to continue deliveries, safe schooling, cycling and commerce	National Highways acknowledges the range of views expressed, including those received in support of the scheme.	N/A
164	Traffic, access and modelling	Support for proposals at the new Ashill junction as it allows local access.	National Highways acknowledges the range of views expressed, including those received in support of the scheme.	N/A
165	Traffic, access and modelling	Supports the proposal for the Ashill junction and considers it would improve access in this area.	National Highways acknowledges the range of views expressed, including those received in support of the scheme.	N/A
166	Traffic, access and modelling	Support for the proposal for Ashill Junction as considers this would reduce congestion in this area.	National Highways acknowledges the range of views expressed, including those received in support of the scheme.	N/A
167	Traffic, access and modelling	Support proposals between Capland and Ashill on the western side of the A358 and comments that easy access is essential.	National Highways acknowledges the range of views expressed, including those received in support of the scheme.	N/A
168	Traffic, access and modelling	Support for proposals for the Ashill junction as it is considered to make good sense to have one access point for Ashill and Rapps traffic.	National Highways acknowledges the range of views expressed, including those received in support of the scheme.	N/A
169	Traffic, access and modelling	Support for proposals for the new Ashill junction and highlights that local traffic needs a connection to the wider highway network. Considers that the proposal seems to strike a balance between having too many accesses to the new road and cutting off local residents.	National Highways acknowledges the range of views expressed, including those received in support of the scheme.	N/A
170	Traffic, access and modelling	Supports the proposals for the new Ashill Junction as it is considered that this would limit the amount of slip roads onto the new A358 to reduce congestion and bottlenecks.	National Highways acknowledges the range of views expressed, including those received in support of the scheme.	N/A
171	Traffic, access and modelling	Supports the proposals for Ashill junction as there are always tailbacks so improvements need made.	National Highways acknowledges the range of views expressed, including those received in support of the scheme.	N/A
172	Traffic, access and modelling	Support for proposals at Ashill junction as it is considered that the existing roundabout is very congested with traffic.	National Highways acknowledges the range of views expressed, including those received in support of the scheme.	N/A
173	Traffic, access and modelling	Highlights that the scheme maintains all local traffic movements with significant increases in safety	National Highways acknowledges the range of views expressed, including those received in support of the scheme.	N/A
174	Traffic, access and modelling	Supports new junction as it provides better access to the business parks at Ilton, as well as Barrington and Hambridge	National Highways acknowledges the range of views expressed, including those received in support of the scheme.	N/A
175	Traffic, access and modelling	Supports the proposals for the Ashill junction as considers they provide good local connectivity, linking all nearby roads	National Highways acknowledges the range of views expressed, including those received in support of the scheme.	N/A
176	Traffic, access and modelling	Supports the proposals for the new Ashill junction as considers currently this area has very slow traffic and Ashill is used as a cut through	National Highways acknowledges the range of views expressed, including those received in support of the scheme.	N/A
177	Traffic, access and modelling	Supports proposals as considers they will be an excellent way to join the villages and enable access to the bypass.	National Highways acknowledges the range of views expressed, including those received in support of the scheme.	N/A
178	Traffic, access and modelling	Disagrees with the proposals for the Ashill junction as considers it will turn all villages into rat runs.	By improving congestion and reliability, the scheme aims to reduce the likelihood of drivers choosing alternative routes through neighbouring communities and make it easier for drivers, walkers, cyclists and other local road users to get around. National Highways has undertaken traffic modelling of the A358 and surrounding area to understand the changes in traffic flows. The results are reported in the Combined Modelling and Appraisal Report (Document Reference 7.4) and shows that there will be slight or negligible changes on most local roads, although with some seeing very significant benefits as a result of reductions in vehicles using alternative routes to the A358 between Taunton and Ilminster. Where the scheme is forecast to lead to increases in traffic on local roads, National Highways has agreed an approach with Somerset Council, the highway authority for these roads, to assess the forecast traffic impacts and determine whether mitigation is required. As part of the scheme, mitigation measures on the local road network are proposed to help ensure that increases in traffic do not have a detrimental impact on aspects such as traffic congestion or road safety on the local road network. Engagement with Somerset Council on the details of the local roads mitigation will continue into the detailed design stage.	No
179	Traffic, access and modelling	Requests consideration be had for the volume of traffic going through Ashill, particularly Windmill Lane, as this land is currently narrow and busy	During the 2021 statutory consultation, it was noted that there was concern about the rise in traffic flow forecast through the village of Ashill. As a result, National Highways proposed some changes along the old	No

Appendix Table 5.1M Summary of matters raised in relation to Q4a of the feedback questionnaire in relation to proposals for the Ashill junction and the National Highways response

Row Number	Topic	Matters raised in response to consultation – matters copied verbatim	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Y/N or N/A)
		with traffic. Highlights that this route is also used by WCH and families to go to Ashill school.	A358 though Ashill which would reduce driver speeds and therefore improve safety for all road users. The changes proposed are to narrow the road, build sections of kerbs or footways into the road and improved pedestrian crossing facilities at several locations through the village as well as enhancing road signing and marking. These measures have been agreed in principle with Somerset Council, however further work is required to agree aspects such as the detailed design and construction specification. These measures would reduce driver speeds and therefore improve safety for all users.	
180	Traffic, access and modelling	Considers the main issue which causes congestion to be the Southfield roundabout and not the A358, as such considers improving the Southfield roundabout should be considered.	Part of the scheme includes upgrades to the Southfields roundabout so that we can safely adapt it to the new dual carriageway. Although a full upgrade of the roundabout is not included in these plans, National Highways are working on a future scheme for the A303 South Petherton to Southfields, carrying out a study on this section of the A303 to improve the flow of traffic. The A303 South Petherton to Southfields scheme was being considered as part of a pipeline of schemes that may be delivered through the third Road Investment Strategy (RIS3) period (2025-2030). In March 2023, Government announced the pipeline of schemes earmarked for RIS3 (covering 2025 to 2030) will continue to be developed but considered for delivery as part of RIS4 (beyond 2030). All the schemes in the pipeline programme remain uncommitted, with no guarantee they will be taken forward into construction. National Highways has undertaken operational modelling of all junctions along the A358 corridor, including the upgraded Southfields roundabout. These confirm that all junctions along the A358 will operate within their practical capacity. As part of this process forecast queue lengths at all junctions have also been reviewed to ensure that there are no operational or safety concerns. The methodology and results of the traffic modelling is reported in the Combined Modelling and Appraisal Report (Document Reference 7.4).	Yes
181	Traffic, access and modelling	Objection to the proposals for the new Ashill junction as it is considered that, with no increase of width to the Illminster Bypass, the slip road being added would not improve the congestion that occurs from where the bypass reduces to one lane back onto the roundabout.	Part of the scheme includes upgrades to the Southfields roundabout so that we can safely adapt it to the new dual carriageway. Although a full upgrade of the roundabout is not included in these plans, National Highways are working on a future scheme for the A303 South Petherton to Southfields, carrying out a study on this section of the A303 to improve the flow of traffic. The A303 South Petherton to Southfields scheme was being considered as part of a pipeline of schemes that may be delivered through the third Road Investment Strategy (RIS3) period (2025-2030). In March 2023, Government announced the pipeline of schemes earmarked for RIS3 (covering 2025 to 2030) will continue to be developed but considered for delivery as part of RIS4 (beyond 2030). All the schemes in the pipeline programme remain uncommitted, with no guarantee they will be taken forward into construction. National Highways has undertaken operational modelling of all junctions along the A358 corridor, including the upgraded Southfields roundabout. These confirm that all junctions along the A358 will operate within their practical capacity. As part of this process forecast queue lengths at all junctions have also been reviewed to ensure that there are no operational or safety concerns. The methodology and results of the traffic modelling is reported in the Combined Modelling and Appraisal Report (Document Reference 7.4).	Yes
182	Traffic, access and modelling	Concerned delays at Southfields will cause traffic to seek alternative routes and divert down narrow inappropriate lanes. Concerned with will cause delas and restrict access for emergency vehicles.	Part of the scheme includes upgrades to the Southfields roundabout so that we can safely adapt it to the new dual carriageway. Although a full upgrade of the roundabout is not included in these plans, National Highways are working on a future scheme for the A303 South Petherton to Southfields, carrying out a study on this section of the A303 to improve the flow of traffic. The A303 South Petherton to Southfields scheme was being considered as part of a pipeline of schemes that may be delivered through the third Road Investment Strategy (RIS3) period (2025-2030). In March 2023, Government announced the pipeline of schemes earmarked for RIS3 (covering 2025 to 2030) will continue to be developed but considered for delivery as part of RIS4 (beyond 2030). All the schemes in the pipeline programme remain uncommitted, with no guarantee they will be taken forward into construction. National Highways has undertaken operational modelling of all junctions along the A358 corridor, including the upgraded Southfields roundabout. These confirm that all junctions along the A358 will operate within their practical capacity. As part of this process forecast queue lengths at all junctions have also been reviewed to ensure that there are no operational or safety concerns. The methodology and results of the traffic modelling is reported in the Combined Modelling and Appraisal Report (Document Reference 7.4).	Yes

Row Number	Topic	Matters raised in response to consultation – matters copied verbatim	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Y/N or N/A)
183	Traffic, access and modelling	Concerned there has been little consideration to the effect of traffic in the adjacent villages. Concerned that traffic in Broadway will increase as congestion blocks up the A358 at Southfields. Notes Suggs Lane and Broadway Street are only suitable for single lane traffic yet is often subject to rat running and associated blockages and congestion.	By improving congestion and reliability, the scheme aims to reduce the likelihood of drivers choosing alternative routes through neighbouring communities and make it easier for drivers, walkers, cyclists and other local road users to get around. National Highways has undertaken traffic modelling of the A358 and surrounding area to understand the changes in traffic flows. The results are reported in the Combined Modelling and Appraisal Report (Document Reference 7.4) and shows that there will be slight or negligible changes on most local roads, although with some seeing very significant benefits as a result of reductions in vehicles using alternative routes to the A358 between Taunton and Ilminster. Where the scheme is forecast to lead to increases in traffic on local roads, National Highways has agreed an approach with Somerset Council, the highway authority for these roads, to assess the forecast traffic impacts and determine whether mitigation is required. As part of the scheme, mitigation measures on the local road network are proposed to help ensure that increases in traffic do not have a detrimental impact on aspects such as traffic congestion or road safety on the local road network. Engagement with Somerset Council on the details of the local roads mitigation will continue into the detailed design stage.	Yes
184	Traffic, access and modelling	Concerned the proposals for Southfields roundabout are inadequate. Suggests the interchange should be upgraded to provide unrestricted access to and from the A358 and A303. Notes the needs of local traffic going to Ilminster should also be met. Concerned that without upgrades traffic will exit the A358 early and create problems on the local roads. Concerned there are no proposals to deal with problems at Hanning Road/current A358 T junction congestion and the problems will worsen as a result.	Part of the scheme includes upgrades to the Southfields roundabout so that we can safely adapt it to the new dual carriageway. Although a full upgrade of the roundabout is not included in these plans, National Highways are working on a future scheme for the A303 South Petherton to Southfields, carrying out a study on this section of the A303 to improve the flow of traffic. The A303 South Petherton to Southfields scheme was being considered as part of a pipeline of schemes that may be delivered through the third Road Investment Strategy (RIS3) period (2025-2030). In March 2023, Government announced the pipeline of schemes earmarked for RIS3 (covering 2025 to 2030) will continue to be developed but considered for delivery as part of RIS4 (beyond 2030). All the schemes in the pipeline programme remain uncommitted, with no guarantee they will be taken forward into construction. National Highways has undertaken operational modelling of all junctions along the A358 corridor, including the upgraded Southfields roundabout. These confirm that all junctions along the A358 will operate within their practical capacity. As part of this process forecast queue lengths at all junctions have also been reviewed to ensure that there are no operational or safety concerns. The methodology and results of the traffic modelling is reported in the Combined Modelling and Appraisal Report (Document Reference 7.4).	Yes
185	Traffic, access and modelling	Suggests the proposals increase traffic and journey times for local people.	National Highways have undertaken traffic modelling of the A358 and surrounding area to understand the changes in routeing. Most villages in the vicinity of the A358 will see little change in their routes to the east and west. Bridges and underpasses are provided or retained to allow local connectivity across the A358 once it is upgraded to a high-quality, high-performing dual carriageway, with parallel roads provided to access the junctions more directly than using the existing local road network. It is acknowledged that some of these routes are longer than the existing routes that cross the A358, however these routes are safer than those currently available due to entirely avoiding the need to interact with traffic on the A358. Checks on journey times between local villages and both the M5 junction 25 and Southfields roundabout have been carried out using the traffic modelling. These show that generally there are reductions in overall journey times due to the much faster speed of the scheme, although some trips have slightly longer journey times. Journey time reliability is improved with the scheme due to the road being safer and there being safe opportunities to overtake slower vehicles. The methodology and results of the traffic modelling is reported in the Combined Modelling and Appraisal Report (Document Reference 7.4).	N/A
186	Traffic, access and modelling	Notes the Ilton road to Ilminster is subject to heavy flooding and cannot handle HGV traffic and therefore struggles when the Ilminster bypass is closed. Notes this results in extended journey times to join the A358 at Ashill junction or the doctors at Broadway. Considers increased journey times wasteful and a contributor to increased carbon emissions. Concerned people will speed on the local roads in an attempt to make up the increased distance. Highlights the road proposed to access the new Ashill junction from Ilton, by Rapps, is also regularly flooded.	National Highways have undertaken traffic modelling of the A358 and surrounding area to understand the changes in routeing. Most villages in the vicinity of the A358 will see little change in their routes to the east and west. Bridges and underpasses are provided or retained to allow local connectivity across the A358 once it is upgraded to a high-quality, high-performing dual carriageway, with parallel roads provided to access the junctions more directly than using the existing local road network. It is acknowledged that some of these routes are longer than the existing routes that cross the A358, however these routes are safer than those currently available due to entirely avoiding the need to interact with traffic on the A358. Checks on journey times between local villages and both the M5 junction 25 and Southfields roundabout	N/A

Row Number	Topic	Matters raised in response to consultation – matters copied verbatim	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Y/N or N/A)
			have been carried out using the traffic modelling. These show that generally there are reductions in overall journey times due to the much faster speed of the scheme, although some trips have slightly longer journey times. Journey time reliability is improved with the scheme due to the road being safer and there being safe opportunities to overtake slower vehicles. The methodology and results of the traffic modelling is reported in the Combined Modelling and Appraisal Report (Document Reference 7.4). A Flood Risk Assessment (FRA) (Document Reference 6.4 Appendix 13.1) has been prepared in compliance with the National Planning Policy Framework to assess the potential impact of the scheme on local flood risk and provides a description of mitigation measures to offset any potential changes. The FRA considers flooding from rivers and streams, groundwater, surface water and infrastructure failure. The FRA has been informed by Environment Agency flood risk mapping, British Geological Society Groundwater flood mapping and fluvial hydraulic modelling carried out specifically for watercourses affected by the scheme. The FRA has not identified any significant impacts on flood risk as a result of the proposed scheme and did not identify any access roads that were not suitable for traffic due to flooding.	
187	Traffic, access and modelling	Concerned the scheme will reduce connectivity for Horton residents due to traffic diversions— creating delays and preventing local access. Concerned closing access to the A358 at Broadway and Stewley Cross will lengthen journeys between Horton and J25. Notes other more direct routes are only single track with no passing places.	National Highways have undertaken traffic modelling of the A358 and surrounding area to understand the changes in routeing. Most villages in the vicinity of the A358 will see little change in their routes to the east and west. Bridges and underpasses are provided or retained to allow local connectivity across the A358 once it is upgraded to a high-quality, high-performing dual carriageway, with parallel roads provided to access the junctions more directly than using the existing local road network. It is acknowledged that some of these routes are longer than the existing routes that cross the A358, however these routes are safer than those currently available due to entirely avoiding the need to interact with traffic on the A358. Checks on journey times between local villages and both the M5 junction 25 and Southfields roundabout have been carried out using the traffic modelling. These show that generally there are reductions in overall journey times due to the much faster speed of the scheme, although some trips have slightly longer journey times. Journey time reliability is improved with the scheme due to the road being safer and there being safe opportunities to overtake slower vehicles. The methodology and results of the traffic modelling is reported in the Combined Modelling and Appraisal Report (Document Reference 7.4).	N/A
188	Traffic, access and modelling	Suggests the only way to prevent issues concerning connectivity for Horton residents is to build dedicated lanes in both directions between the A303 Ilminster bypass and the expressway.	The Preferred Route Announcement made in June 2019 was made taking into account public consultation feedback, and the accompanying Scheme Assessment Report (Document Reference 7.6) set out the reasons for the selection of a preferred route, including appraisal of alternatives. National Highways has progressed the scheme accordingly, and the options assessment process is set out in Environmental Statement Chapter 3 Assessment of alternatives (Document Reference 6.2). Please refer to Chapter 2 of this Consultation Report for further information. The National Highways delivery plan for 2020 – 2025 confirms that we're committed to delivering a high-quality and high-performing dual carriageway route along the A303/A358 corridor, not an expressway or a motorway. This represented a change to the Government's first Road Investment Strategy (RIS1) intention to create a new Expressway corridor into the region, but the second Road Investment Strategy (RIS2) revised this intention, taking into account an expressway prohibits the use of farm vehicles, and the local area is rural in nature. As part of the scheme National Highways would permit local traffic and agricultural traffic to join the strategic network in a safe way via a limited number of junctions. Part of the scheme includes upgrades to the Southfields roundabout so that we can safely adapt it to the new dual carriageway. Although a full upgrade of the roundabout is not included in these plans, National Highways are working on a future scheme for the A303 South Petherton to Southfields, carrying out a study on this section of the A303 to improve the flow of traffic. The A303 South Petherton to Southfields scheme is being considered as part of a pipeline of scheme that may be delivered through the third Road Investment Strategy (RIS3) period (2025-2030). In March 2023, Government announced the pipeline of schemes earmarked for RIS3 (covering 2025 to 2030) will continue to be developed but considered for	No

Row Number	Topic	Matters raised in response to consultation – matters copied verbatim	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Y/N or N/A)
			delivery as part of RIS4 (beyond 2030). All the schemes in the pipeline programme remain uncommitted, with no guarantee they will be taken forward into construction.	
189	Traffic, access and modelling	Strong objection to the location of the second junction. This will result in significant levels of traffic passing property, from a baseline which is currently traffic-free.	During the 2021 statutory consultation, it was noted that there was concern about the rise in traffic flow forecast through the village of Ashill. As a result, National Highways proposed some changes along the old A358 though Ashill which would reduce driver speeds and therefore improve safety for all road users. The changes proposed are to narrow the road, build sections of kerbs or footways into the road and improved pedestrian crossing facilities at several locations through the village as well as enhancing road signing and marking. These measures have been agreed in principle with Somerset Council, however further work is required to agree aspects such as the detailed design and construction specification. These measures would reduce driver speeds and therefore improve safety for all users.	Yes
190	Traffic, access and modelling	Disagrees with the proposals for Ashill junction as considers the new junction is too large which will result in increased traffic on local roads	During the 2021 statutory consultation, it was noted that there was concern about the rise in traffic flow forecast through the village of Ashill. As a result, National Highways proposed some changes along the old A358 though Ashill which would reduce driver speeds and therefore improve safety for all road users. The changes proposed are to narrow the road, build sections of kerbs or footways into the road and improved pedestrian crossing facilities at several locations through the village as well as enhancing road signing and marking. These measures have been agreed in principle with Somerset Council, however further work is required to agree aspects such as the detailed design and construction specification. These measures would reduce driver speeds and therefore improve safety for all users.	Yes
191	Traffic, access and modelling	Support for new Ashill junction. Concern raised that more traffic will use Broadway Street for access to and from Blackdown Hills properties and businesses with the Stewley Lodge access closed to the A358. Highlights that Broadway Street is narrow and very congested in the village.	By improving congestion and reliability, the scheme aims to reduce the likelihood of drivers choosing alternative routes through neighbouring communities and make it easier for drivers, walkers, cyclists and other local road users to get around. National Highways has undertaken traffic modelling of the A358 and surrounding area to understand the changes in traffic flows. The results are reported in the Combined Modelling and Appraisal Report (Document Reference 7.4) and shows that there will be slight or negligible changes on most local roads, although with some seeing very significant benefits as a result of reductions in vehicles using alternative routes to the A358 between Taunton and Ilminster. Where the scheme is forecast to lead to increases in traffic on local roads, National Highways has agreed an approach with Somerset Council, the highway authority for these roads, to assess the forecast traffic impacts and determine whether mitigation is required. As part of the scheme, mitigation measures on the local road network are proposed to help ensure that increases in traffic do not have a detrimental impact on aspects such as traffic congestion or road safety on the local road network. Engagement with Somerset Council on the details of the local roads mitigation will continue into the detailed design stage.	Yes
192	Traffic, access and modelling	Concerned traffic volume into Ashill and the surrounding area will increase due to the Ashill junction proposals. Concerned larger vehicles will be unable to access the A358 due to closures at Thickthorn end and the Hasting road being narrow and in poor condition.	By improving congestion and reliability, the scheme aims to reduce the likelihood of drivers choosing alternative routes through neighbouring communities and make it easier for drivers, walkers, cyclists and other local road users to get around. National Highways has undertaken traffic modelling of the A358 and surrounding area to understand the changes in traffic flows. The results are reported in the Combined Modelling and Appraisal Report (Document Reference 7.4) and shows that there will be slight or negligible changes on most local roads, although with some seeing very significant benefits as a result of reductions in vehicles using alternative routes to the A358 between Taunton and Ilminster. Where the scheme is forecast to lead to increases in traffic on local roads, National Highways has agreed an approach with Somerset Council, the highway authority for these roads, to assess the forecast traffic impacts and determine whether mitigation is required. As part of the scheme, mitigation measures on the local road network are proposed to help ensure that increases in traffic do not have a detrimental impact on aspects such as traffic congestion or road safety on the local road network. Engagement with Somerset Council on the details of the local roads mitigation will continue into the detailed design stage. During the 2021 statutory consultation, it was noted that there was concern about the rise in traffic flow forecast through the village of Ashill. As a result, National Highways proposed some changes along the old A358 though Ashill which would reduce driver speeds and therefore improve safety for all road users. The changes proposed are to narrow the road, build sections of kerbs or footways into the road and improved pedestrian crossing facilities at several locations through the village as well as enhancing road signing and marking. These measures have been agreed in principle with Somerset Council, however further work is	Yes

Row Number	Topic	Matters raised in response to consultation – matters copied verbatim	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Y/N or N/A)
			required to agree aspects such as the detailed design and construction specification. These measures would reduce driver speeds and therefore improve safety for all users.	
193	Traffic, access and modelling	Concern that the junction will divert local traffic onto unsuitable roads	By improving congestion and reliability, the scheme aims to reduce the likelihood of drivers choosing alternative routes through neighbouring communities and make it easier for drivers, walkers, cyclists and other local road users to get around. National Highways has undertaken traffic modelling of the A358 and surrounding area to understand the changes in traffic flows. The results are reported in the Combined Modelling and Appraisal Report (Document Reference 7.4) and shows that there will be slight or negligible changes on most local roads, although with some seeing very significant benefits as a result of reductions in vehicles using alternative routes to the A358 between Taunton and Ilminster. Where the scheme is forecast to lead to increases in traffic on local roads, National Highways has agreed an approach with Somerset Council, the highway authority for these roads, to assess the forecast traffic impacts and determine whether mitigation is required. As part of the scheme, mitigation measures on the local road network are proposed to help ensure that increases in traffic do not have a detrimental impact on aspects such as traffic congestion or road safety on the local road network. Engagement with Somerset Council on the details of the local roads mitigation will continue into the detailed design stage.	Yes
194	Traffic, access and modelling	Disagrees with the proposals for Ashill Junction as considers the junction is too big and will bring traffic through the village of Ashill and down the narrow lanes nearby	By improving congestion and reliability, the scheme aims to reduce the likelihood of drivers choosing alternative routes through neighbouring communities and make it easier for drivers, walkers, cyclists and other local road users to get around. National Highways has undertaken traffic modelling of the A358 and surrounding area to understand the changes in traffic flows. The results are reported in the Combined Modelling and Appraisal Report (Document Reference 7.4) and shows that there will be slight or negligible changes on most local roads, although with some seeing very significant benefits as a result of reductions in vehicles using alternative routes to the A358 between Taunton and Ilminster. Where the scheme is forecast to lead to increases in traffic on local roads, National Highways has agreed an approach with Somerset Council, the highway authority for these roads, to assess the forecast traffic impacts and determine whether mitigation is required. As part of the scheme, mitigation measures on the local road network are proposed to help ensure that increases in traffic do not have a detrimental impact on aspects such as traffic congestion or road safety on the local road network. Engagement with Somerset Council on the details of the local roads mitigation will continue into the detailed design stage. During the 2021 statutory consultation, it was noted that there was concern about the rise in traffic flow forecast through the village of Ashill. As a result, National Highways proposed some changes along the old A358 though Ashill which would reduce driver speeds and therefore improve safety for all road users. The changes proposed are to narrow the road, build sections of kerbs or footways into the road and improved pedestrian crossing facilities at several locations through the village as well as enhancing road signing and marking. These measures have been agreed in principle with Somerset Council, however further work is required to agree aspects such as the detailed design and construction specification. These measures would reduce driver speeds and therefore improve safety for all users.	Yes
195	Traffic, access and modelling	Highlights that quiet rural life is essential for residents, and that they do not agree with additional traffic using local routes to bypass other roads	By improving congestion and reliability, the scheme aims to reduce the likelihood of drivers choosing alternative routes through neighbouring communities and make it easier for drivers, walkers, cyclists and other local road users to get around. National Highways has undertaken traffic modelling of the A358 and surrounding area to understand the changes in traffic flows. The results are reported in the Combined Modelling and Appraisal Report (Document Reference 7.4) and shows that there will be slight or negligible changes on most local roads, although with some seeing very significant benefits as a result of reductions in vehicles using alternative routes to the A358 between Taunton and Ilminster. Where the scheme is forecast to lead to increases in traffic on local roads, National Highways has agreed an approach with Somerset Council, the highway authority for these roads, to assess the forecast traffic impacts and determine whether mitigation is required. As part of the scheme, mitigation measures on the local road network are proposed to help ensure that increases in traffic do not have a detrimental impact on	Yes

Row Number	Topic	Matters raised in response to consultation – matters copied verbatim	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Y/N or N/A)
			aspects such as traffic congestion or road safety on the local road network. Engagement with Somerset Council on the details of the local roads mitigation will continue into the detailed design stage.	
196	Traffic, access and modelling	Suggests the new Ashill junction will force local traffic to converge from the surrounding villages. Suggests residents to the East who need to reach the M5 will also converge on the junction if unable to access Southfields.	By improving congestion and reliability, the scheme aims to reduce the likelihood of drivers choosing alternative routes through neighbouring communities and make it easier for drivers, walkers, cyclists and other local road users to get around. National Highways has undertaken traffic modelling of the A358 and surrounding area to understand the changes in traffic flows. The results are reported in the Combined Modelling and Appraisal Report (Document Reference 7.4) and shows that there will be slight or negligible changes on most local roads, although with some seeing very significant benefits as a result of reductions in vehicles using alternative routes to the A358 between Taunton and Ilminster. Where the scheme is forecast to lead to increases in traffic on local roads, National Highways has agreed an approach with Somerset Council, the highway authority for these roads, to assess the forecast traffic impacts and determine whether mitigation is required. As part of the scheme, mitigation measures on the local road network are proposed to help ensure that increases in traffic do not have a detrimental impact on aspects such as traffic congestion or road safety on the local road network. Engagement with Somerset Council on the details of the local roads mitigation will continue into the detailed design stage. During the 2021 statutory consultation, it was noted that there was concern about the rise in traffic flow forecast through the village of Ashill. As a result, National Highways proposed some changes along the old A358 though Ashill which would reduce driver speeds and therefore improve safety for all road users. The changes proposed are to narrow the road, build sections of kerbs or footways into the road and improved pedestrian crossing facilities at several locations through the village as well as enhancing road signing and marking. These measures have been agreed in principle with Somerset Council, however further work is required to agree aspects such as the detailed design and construction specification. These measures would reduce driver speeds and therefore improve safety for all users.	Yes
197	Traffic, access and modelling	Considers the proposals for Ashill junction overly complex. Concerned the layout will force traffic to converge on the junction from all the surrounding villages. Notes local traffic from residents further afield (Barrington, Puckington and Shepton Beauchamp) will converge on this junction in order to reach the M5 as will not be able to access Southfields roundabout without driving through Ilminster.	By improving congestion and reliability, the scheme aims to reduce the likelihood of drivers choosing alternative routes through neighbouring communities and make it easier for drivers, walkers, cyclists and other local road users to get around. National Highways has undertaken traffic modelling of the A358 and surrounding area to understand the changes in traffic flows. The results are reported in the Combined Modelling and Appraisal Report (Document Reference 7.4) and shows that there will be slight or negligible changes on most local roads, although with some seeing very significant benefits as a result of reductions in vehicles using alternative routes to the A358 between Taunton and Ilminster. Where the scheme is forecast to lead to increases in traffic on local roads, National Highways has agreed an approach with Somerset Council, the highway authority for these roads, to assess the forecast traffic impacts and determine whether mitigation is required. As part of the scheme, mitigation measures on the local road network are proposed to help ensure that increases in traffic do not have a detrimental impact on aspects such as traffic congestion or road safety on the local road network. Engagement with Somerset Council on the details of the local roads mitigation will continue into the detailed design stage. During the 2021 statutory consultation, it was noted that there was concern about the rise in traffic flow forecast through the village of Ashill. As a result, National Highways proposed some changes along the old A358 though Ashill which would reduce driver speeds and therefore improve safety for all road users. The changes proposed are to narrow the road, build sections of kerbs or footways into the road and improved pedestrian crossing facilities at several locations through the village as well as enhancing road signing and marking. These measures have been agreed in principle with Somerset Council, however further work is required to agree aspects such as the detailed design and construction specification. These measures would reduce driver speeds and therefore improve safety for all users.	Yes
198	Traffic, access and modelling	Agrees with the proposals at Ashill Junction on the condition that it doesn't increase ratrun traffic through nearby local villages such as Horton and Broadway	By improving congestion and reliability, the scheme aims to reduce the likelihood of drivers choosing alternative routes through neighbouring communities and make it easier for drivers, walkers, cyclists and other local road users to get around. National Highways has undertaken traffic modelling of the A358 and surrounding area to understand the changes in traffic flows. The results are reported in the Combined Modelling and Appraisal Report	Yes

Row Number	Topic	Matters raised in response to consultation – matters copied verbatim	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Y/N or N/A)
			(Document Reference 7.4) and shows that there will be slight or negligible changes on most local roads, although with some seeing very significant benefits as a result of reductions in vehicles using alternative routes to the A358 between Taunton and Ilminster. Where the scheme is forecast to lead to increases in traffic on local roads, National Highways has agreed an approach with Somerset Council, the highway authority for these roads, to assess the forecast traffic impacts and determine whether mitigation is required. As part of the scheme, mitigation measures on the local road network are proposed to help ensure that increases in traffic do not have a detrimental impact on aspects such as traffic congestion or road safety on the local road network. Engagement with Somerset Council on the details of the local roads mitigation will continue into the detailed design stage.	
199	Traffic, access and modelling	Considers traffic would be hugely increased through Ashill and the surrounding lanes which are unsuitable for the volume of traffic anticipated. Highlights that traffic accessing the A358 currently uses Wood Road and turns onto the A358 at Stewley and road users would need to find an alternative such as use Hastings/ Thickthorne as an alternative, of which is considered unsuitable for this traffic as it is a single lane used by a dairy farm.	By improving congestion and reliability, the scheme aims to reduce the likelihood of drivers choosing alternative routes through neighbouring communities and make it easier for drivers, walkers, cyclists and other local road users to get around. National Highways has undertaken traffic modelling of the A358 and surrounding area to understand the changes in traffic flows. The results are reported in the Combined Modelling and Appraisal Report (Document Reference 7.4) and shows that there will be slight or negligible changes on most local roads, although with some seeing very significant benefits as a result of reductions in vehicles using alternative routes to the A358 between Taunton and Ilminster. Where the scheme is forecast to lead to increases in traffic on local roads, National Highways has agreed an approach with Somerset Council, the highway authority for these roads, to assess the forecast traffic impacts and determine whether mitigation is required. As part of the scheme, mitigation measures on the local road network are proposed to help ensure that increases in traffic do not have a detrimental impact on aspects such as traffic congestion or road safety on the local road network. Engagement with Somerset Council on the details of the local roads mitigation will continue into the detailed design stage. During the 2021 statutory consultation, it was noted that there was concern about the rise in traffic flow forecast through the village of Ashill. As a result, National Highways proposed some changes along the old A358 though Ashill which would reduce driver speeds and therefore improve safety for all road users. The changes proposed are to narrow the road, build sections of kerbs or footways into the road and improved pedestrian crossing facilities at several locations through the village as well as enhancing road signing and marking. These measures have been agreed in principle with Somerset Council, however further work is required to agree aspects such as the detailed design and construction specification. These measures would reduce driver speeds and therefore improve safety for all users.	Yes
200	Traffic, access and modelling	Requests serious thought on traffic going through Windmill Hill Lane, as it links Windmill Hill to Ashill, is very narrow and becomes like a muddy track in the winter. It is heavily used by WCH, and so there is worry that increased traffic would make it extremely dangerous	By improving congestion and reliability, the scheme aims to reduce the likelihood of drivers choosing alternative routes through neighbouring communities and make it easier for drivers, walkers, cyclists and other local road users to get around. National Highways has undertaken traffic modelling of the A358 and surrounding area to understand the changes in traffic flows. The results are reported in the Combined Modelling and Appraisal Report (Document Reference 7.4) and shows that there will be slight or negligible changes on most local roads, although with some seeing very significant benefits as a result of reductions in vehicles using alternative routes to the A358 between Taunton and Ilminster. Where the scheme is forecast to lead to increases in traffic on local roads, National Highways has agreed an approach with Somerset Council, the highway authority for these roads, to assess the forecast traffic impacts and determine whether mitigation is required. As part of the scheme, mitigation measures on the local road network are proposed to help ensure that increases in traffic do not have a detrimental impact on aspects such as traffic congestion or road safety on the local road network. Engagement with Somerset Council on the details of the local roads mitigation will continue into the detailed design stage.	Yes
201	Traffic, access and modelling	Concern that Ashill junction will increase traffic through the village, mentions that local roads are already getting busy with delivery vans and with new developments planned around the area, traffic will increase further	By improving congestion and reliability, the scheme aims to reduce the likelihood of drivers choosing alternative routes through neighbouring communities and make it easier for drivers, walkers, cyclists and other local road users to get around. National Highways has undertaken traffic modelling of the A358 and surrounding area to understand the changes in traffic flows. The results are reported in the Combined Modelling and Appraisal Report (Document Reference 7.4) and shows that there will be slight or negligible changes on most local roads,	Yes

Row Number	Topic	Matters raised in response to consultation – matters copied verbatim	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Y/N or N/A)
			although with some seeing very significant benefits as a result of reductions in vehicles using alternative routes to the A358 between Taunton and Ilminster. Where the scheme is forecast to lead to increases in traffic on local roads, National Highways has agreed an approach with Somerset Council, the highway authority for these roads, to assess the forecast traffic impacts and determine whether mitigation is required. As part of the scheme, mitigation measures on the local road network are proposed to help ensure that increases in traffic do not have a detrimental impact on aspects such as traffic congestion or road safety on the local road network. Engagement with Somerset Council on the details of the local roads mitigation will continue into the detailed design stage. During the 2021 statutory consultation, it was noted that there was concern about the rise in traffic flow forecast through the village of Ashill. As a result, National Highways proposed some changes along the old A358 though Ashill which would reduce driver speeds and therefore improve safety for all road users. The changes proposed are to narrow the road, build sections of kerbs or footways into the road and improved pedestrian crossing facilities at several locations through the village as well as enhancing road signing and marking. These measures have been agreed in principle with Somerset Council, however further work is required to agree aspects such as the detailed design and construction specification. These measures would reduce driver speeds and therefore improve safety for all users.	
202	Traffic, access and modelling	Notes the main concern people have with this proposal is the potential for Village Road to increase in traffic and result in a drop of property prices. Notes the road was previously the main route to Taunton and therefore will be able to accommodate an increase in traffic.	By improving congestion and reliability, the scheme aims to reduce the likelihood of drivers choosing alternative routes through neighbouring communities and make it easier for drivers, walkers, cyclists and other local road users to get around. National Highways has undertaken traffic modelling of the A358 and surrounding area to understand the changes in traffic flows. The results are reported in the Combined Modelling and Appraisal Report (Document Reference 7.4) and shows that there will be slight or negligible changes on most local roads, although with some seeing very significant benefits as a result of reductions in vehicles using alternative routes to the A358 between Taunton and Ilminster. Where the scheme is forecast to lead to increases in traffic on local roads, National Highways has agreed an approach with Somerset Council, the highway authority for these roads, to assess the forecast traffic impacts and determine whether mitigation is required. As part of the scheme, mitigation measures on the local road network are proposed to help ensure that increases in traffic do not have a detrimental impact on aspects such as traffic congestion or road safety on the local road network. Engagement with Somerset Council on the details of the local roads mitigation will continue into the detailed design stage.	Yes
203	Traffic, access and modelling	Concern regarding the impact of construction on the local footpaths, which locals use to access the village, and access to Ashill and Ilton by road.	National Highways is committed to keeping the A358 open to traffic during construction and will seek to minimise disruption while maintaining highway safety. The Environmental Management Plan (Document Reference 6.4, Appendix 2.1) and Construction Traffic Management Plan (Document Reference 6.4, Appendix 2.1, Annex B) set out how the impact of construction on the environment, the road network and local communities will be managed. National Highways continues to collaborate with the local highway authority, Somerset Council, to identify and manage any potential mitigation measures required. Phasing of the works depends on a number of factors and will be optimised for delivery of the scheme as a whole. Should the application be approved, the contractor will produce an updated Construction Traffic Management Plan (Document Reference 6.2, Appendix 2.1, Annex B) as part of the detailed design stage. This would plan the construction phasing, which would be in discussion and agreement with Somerset Council.	N/A
204	Traffic, access and modelling	Agrees with the proposals for the new Ashill junction but concerned that it would become congested because of the A303.	The Ashill junction is a grade-separated junction, with the A358 flowing underneath separate priority junctions for each slip road which are connected by an over-bridge. Traffic along the A358 will flow freely, with traffic on the over-bridge also flowing freely. Traffic accessing the slip roads by right turning in, and the traffic coming off the A358 will have to stop at the priority junctions. This form of junction has been tested in the operational modelling and provides an appropriate form that has significant spare capacity while also minimising delays and queueing. The methodology and results of the traffic modelling is reported in the Combined Modelling and Appraisal Report (Document Reference 7.4).	N/A
205	Traffic, access and modelling	Notes the proposed junction should allow vehicles to move without being impeded by those already on the junction.	The Ashill junction is a grade-separated junction, with the A358 flowing underneath separate priority junctions for each slip road which are connected by an over-bridge. Traffic along the A358 will flow freely,	N/A

Row Number	Topic	Matters raised in response to consultation – matters copied verbatim	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Y/N or N/A)
			with traffic on the over-bridge also flowing freely. Traffic accessing the slip roads by right turning in, and the traffic coming off the A358 will have to stop at the priority junctions. This form of junction has been tested in the operational modelling and provides an appropriate form that has significant spare capacity while also minimising delays and queueing. The methodology and results of the traffic modelling is reported in the Combined Modelling and Appraisal Report (Document Reference 7.4).	
206	Traffic, access and modelling	Suggests a bridge between Ilton and Broadway would be a better location for facilities given the small size of Ashill. Ilton is a large village with commercial use and Broadway, being joined with Horton, have good facilities and an alternative road link to Chard.	The Ashill junction is one of the two proposed grade-separated junctions on the scheme. It is an all-movement junction, which means all movements would be possible regardless of the approach road used. This would provide excellent connectivity for both local and regional traffic, which is a key scheme objective. The proposed parallel roads aim to connect local villages to the two all-movement junctions (Mattock's Tree Green and Ashill Junction)	N/A
207	Traffic, access and modelling	Objects to proposals at Ashill junction; considers Ashill junction not very busy and little traffic joins or leaves the A358 at this point. Considers changing this junction unnecessary.	The Ashill junction is a grade-separated junction, with the A358 flowing underneath separate priority junctions for each slip road which are connected by an over-bridge. Traffic along the A358 will flow freely, with traffic on the over-bridge also flowing freely. Traffic accessing the slip roads by right turning in, and the traffic coming off the A358 will have to stop at the priority junctions. This form of junction has been tested in the operational modelling and provides an appropriate form that has significant spare capacity while also minimising delays and queueing. The methodology and results of the traffic modelling is reported in the Combined Modelling and Appraisal Report (Document Reference 7.4).	N/A
208	Traffic, access and modelling	Requests information as to how users will get onto the A358 if the A303 is blocked, particularly in the direction away from Taunton.	The proposed A358 scheme is unlikely to have much of an impact on the behaviour of traffic when the A303 is closed. The proposed A358 scheme closes a number of direct access to the A358, which may discourage some alternative routes being used in the event of an A303 closure, but this effect may be minor. National Highways notes that the focus on this scheme is the effects of the proposed A358 scheme on the wider network. National Highways operations team will plan for any diversion routes that are necessary to minimise the impact of closures on the surrounding road network, although it is acknowledged that any strategic road closure is likely to have an impact on the surrounding area.	N/A
209	Traffic, access and modelling	Considers the mile-per-minute ambition of the scheme is already met through the locality and therefore changes to Ashill is unjustified.	The South West's economy is under-performing compared to the rest of the United Kingdom. Local councils and business leaders agree that upgrading the rest of the A303/A358 corridor to dual carriageway would help connect the South West better to neighbouring regions, unlocking its potential for growth and supporting plans for more homes and jobs. National Highways assess the costs and benefits of the scheme using a number of different assessments to understand impacts including transport users, road safety, wider area impacts, and a range of environmental aspects. The scheme is reviewed by both National Highways and the Department for Transport to see whether the benefits outweigh the costs, and whether the business case for the scheme is sufficient to support delivery. This is reviewed at every stage of work to see whether the scheme delivery should be continued; the scheme has already gone through a strategic outline business case, and the preliminary design stage sets out the outline business case (a more detailed version). A full business case will be prepared during construction preparation if the Development Consent Order is granted. The proposed scheme is part of the Government's Road Investment Strategy 2 (RIS2), which identifies parts of the strategic road network which need upgrading to improve safety, connectivity, and reliability for its users. Details of the economic appraisal of the scheme, which forms the basis for the value for money assessment, are provided in the Combined Modelling and Appraisal Report (Document Reference 7.4). This includes the scheme cost, the economic benefits and the benefit to cost ratio.	N/A
210	Walking, Cycling and Horse-riders	Suggests a cycle and pedestrian crossing should be implemented at Broadway Street given the number of cyclists currently crossing the A358.	As an outcome of consultation, a new overbridge at Jordans replaces Ding bridge. It would connect the old A358 at Horton Cross and Cad Road and be classified as a restricted byway. On the southern side of the scheme, the restricted byway connects to the Broadway Street link. The overbridge would be shared use with the landowner and very lightly trafficked.	Yes
211	Walking, Cycling and Horse-riders	Concern that a number of footpaths in section 3 will be closed or re-routed to make them longer.	National Highways endeavours to preserve existing footpaths as much as possible. Unfortunately, some diversions and stopping up would be inevitable but users would no longer be trying to cross the A358 at	N/A

Row Number	Topic	Matters raised in response to consultation – matters copied verbatim	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Y/N or N/A)
			grade, making the public rights of way network safer and more inclusive. Six footpaths either cross or intersect the scheme in the vicinity of Ashill junction. • Footpath CH 1/1 would be diverted through Sunnyside underpass. • CH 1/2 and CH 1/3 would be partially stopped-up and walkers would use the road link and Sunnyside underpass instead. • CH 1/5 would be partially stopped-up and walkers would use Ashill junction instead. • CH 1/21 would be fully stopped-up to avoid a dead end. • CH 1/6 would be partially stopped-up and walkers would use Broadway Street link and Ashill junction or Jordans overbridge instead.	
212	Walking, Cycling and Horse-riders	Objects to proposals as will divert cyclists and cause later issues at locations such as Ilminster.	The scheme includes an alternative offline cycle route that uses lightly trafficked roads and traffic-free tracks, utilising existing infrastructure and allowing cyclists to pass through places of interest. Cycling would not be prohibited on the new dual carriageway based on the classification of the road. National Highways anticipates that the signed cycle route and local roads would be more attractive than the scheme to the majority of cyclists. Throughout the development of the scheme, one of our aims is to enhance access for walkers, cyclists and horse-riders who use the route. The scheme seeks to provide an offline cycle route that would serve cyclists in the local communities, giving people the opportunity to get out of their cars and onto bicycles for local journeys. It would connect to the local road network and the Sustrans national cycle network and includes new off-road routes. The scheme would provide 19 new public rights of way: seven footpaths, three bridleways and nine restricted byways. Four new traffic-free or very lightly trafficked bridges would be provided.	N/A
213	Walking, Cycling and Horse-riders	Objects to the loss of footpaths and comments that it is important to maintain these paths. Suggests that this could be achieved through building underpasses; linking the paths with the existing underpass; and running the paths parallel to the new road. Annotated diagram provided within a letter and comment that the road is a place where rubbish is dumped and the laybys encourage this. Requests that NH do all they can to design this problem out.	Six footpaths either cross or intersect the scheme in the vicinity of Ashill junction. • Footpath CH 1/1 would be diverted through Sunnyside underpass. • CH 1/2 and CH 1/3 would be partially stopped-up and walkers would use the road link and Sunnyside underpass instead. • CH 1/5 would be partially stopped-up and walkers would use Ashill junction instead. • CH 1/21 would be fully stopped-up to avoid a dead end. • CH 1/6 would be partially stopped-up and walkers would use Broadway Street link and Ashill junction or Jordans overbridge instead. The new layout at Ashill junction would remove the dead-end lane at Thickthorn Cross.	N/A
214	Walking, Cycling and Horse-riders	Objects to proposals due to lack of provision for WCH groups. Notes the junction will be busy and the proposals fall short of Gear Change and LTN1/20 road design guidelines. Highlights the evidence that segregated bike tracks on main roads promote cycling. Suggests the road designs should consider the needs and safety of local road users as well as those passing through.	The existing Ashill Road and Rapps Road at Ashill junction do not have any dedicated walking, cycling or horse-riding (WCH) facilities. Traffic flows on Ashill junction overbridge would be moderate. Footways would be provided on both sides of the overbridge to tie into the existing footway from Ashill but isolated lengths of cycling facilities at Ashill junction is not considered beneficial. Gear Change states that the Government will ensure new strategic A-road schemes include appropriate provision for cycling. There is a presumption that all new schemes will deliver or improve cycling infrastructure to the new standards laid down, unless it can be shown that there is little or no need for cycling in the particular road scheme. 'New standard" refers to Local Transport Note 1/20 (LTN 1/20). Future demand for cycling based on the Propensity to Cycle Tool forecasts increased cycling demand on the A358 but more so at the western end of the scheme and less so at the eastern end. Cycling demand across the wider Taunton-Ilminster corridor suggests that investment in cycling infrastructure would be better targeted on the local roads rather than as a parallel route on the scheme. National Highways plans that the scheme would make use of the local road network and new off-road routes to create a cycle route that would run from Henlade to Southfields roundabout. The scheme would serve cyclists in the local communities, giving people the opportunity to get out of their cars and onto bicycles for local journeys. Local Transport Note 1/20 (LTN 1/20) is guidance for all government-funded projects and primarily focused on delivering improvements in an urban environment. In developing the interurban proposals for the A358, National Highways recognises the advice of LTN 1/20 but is unable to meet all its recommendations.	N/A

Row Number	Topic	Matters raised in response to consultation – matters copied verbatim	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Y/N or N/A)
215	Walking, Cycling and Horse-riders	Suggests Ashill Junction is inappropriate for walkers and cyclists.	The existing Ashill Road and Rapps Road at Ashill junction do not have any dedicated cycling or horse-riding facilities. Traffic flows on Ashill junction overbridge would be moderate. Isolated lengths of walking/cycling facilities at Ashill junction is not considered beneficial.	N/A
216	Walking, Cycling and Horse-riders	Objects to proposals due to poor cycle lane provision.	The existing Ashill Road and Rapps Road through Ashill junction do not have any dedicated cycling facilities. Traffic flows on Ashill junction overbridge would be moderate. Isolated lengths of walking/cycling facilities at Ashill junction is not considered beneficial.	No
217	Walking, Cycling and Horse-riders	Considers further planning for cyclists is required; to address the governments commitment to lower carbon output, reduce car dependency and provide safe alternatives for local people to travel for work and leisure.	The existing Ashill Road and Rapps Road through Ashill junction do not have any dedicated cycling facilities. Traffic flows on Ashill junction overbridge would be moderate. Isolated lengths of walking/cycling facilities at Ashill junction is not considered beneficial. Broadway and Ilton attract commuting and leisure trips across the scheme on Broadway Street and Cad Road. The existing at grade crossing point would be stopped up and traffic rerouted through Ashill junction. This would be a noticeably longer distance for walkers and cyclists. As an outcome of consultation, a new overbridge at Jordans Farm would connect the old A358 at Horton Cross and Cad Road. The overbridge would be classified as a restricted byway, shared use with the landowner and very lightly trafficked. This would be a marginal detour compared to the existing route but the grade separated crossing would be safer and more attractive.	Yes
218	Walking, Cycling and Horse-riders	Considers the new bridge at Ashill will make crossing the A358 safe for cyclists and other non motorised users.	The proposed new crossings via overbridges and underpasses are considered a benefit to walkers, cyclists and horse-riders compared to the current at-grade uncontrolled crossings of the existing A358.	N/A

Appendix Table 5.1N Summary of matters raised in relation to Q4b of the feedback questionnaire in relation to proposals for a parallel road on the eastern side of the A358 to connect Stewley with the Ashill junction and provide access to the A358 and the National Highways response

Row Number	Topic	Matters raised in response to consultation – matters copied verbatim	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Y/N or N/A)
1	Air quality	Concerned the proposals will be detrimental to air pollution.	The effects of the scheme on air quality are assessed and reported upon in Environmental Statement Chapter 5 Air quality (Document Reference 6.2). It predicts no exceedances of the Air Quality Objectives at human receptors associated with changes in operational traffic flows or speeds in the 'Base', 'Do Minimum' (without scheme) or 'Do Something' (with scheme) scenarios. With no exceedances of the Air Quality Objectives at receptor locations it is considered the proposed scheme would have no significant effects on air quality in relation to human health. Significant effects as a result of nitrogen (N) deposition have been predicted at ecological receptors as described in Environmental Statement Chapter 8 Biodiversity (Document Reference 6.2). Mitigation has been developed to compensate for this impact including protection and sensitive management of habitat, woodland creation and tree planting in locations away from the road.	No
2	Alternatives to the scheme	Consider there is, therefore, a strong case for an overbridge at Kenny as proposed as part of the Preferred Route in the 2019 SAR.	The Preferred Route Announcement made in June 2019 was made considering public consultation feedback, and the accompanying Scheme Assessment Report (Document Reference 7.6) set out the reasons for the selection of a preferred route, including appraisal of alternatives. National Highways has progressed the scheme accordingly, and the options assessment process is set out in Environmental Statement Chapter 3 Assessment of alternatives (Document Reference 6.2). Please refer to Chapter 2 of this Consultation Report (Document Reference 5.1) for further information.	N/A
3	Alternatives to the scheme	Highlights that there are traffic congestion problems with the existing A358 Taunton-Southfields at each end of the stretch. States that the Taunton end requires a by-passing of the village of Henlade and that this should be easily achieved by constructing a new carriageway between the existing Nexus roundabout and the start of the existing dual carriageway East of the village. The Southfields end requires continuing A303 traffic to be kept off the roundabout and that this should be easily achieved by means of a flyover across the roundabout for the A303 carriageway.	The Preferred Route Announcement made in June 2019 was made considering public consultation feedback, and the accompanying Scheme Assessment Report (Document Reference 7.6) set out the reasons for the selection of a preferred route, including appraisal of alternatives. National Highways has progressed the scheme accordingly, and the options assessment process is set out in Environmental Statement Chapter 3 Assessment of alternatives (Document Reference 6.2). Please refer to Chapter 2 of this Consultation Report (Document Reference 5.1) for further information. The section between Thornfalcon and Southfields is required to provide a continuous high-quality, high-performing dual carriageway across the strategic corridor, with safe overtaking opportunities. This would improve journey time reliability, allowing for higher speeds and faster connections, and improve safety by reducing accidents, for example by reducing the number of local lanes joining the A358. Part of the scheme includes upgrades to the Southfields roundabout so that we can safely adapt it to the new dual carriageway. Although a full upgrade of the roundabout is not included in these plans, National Highways are working on a future scheme for the A303 South Petherton to Southfields, carrying out a study on this section of the A303 to improve the flow of traffic. The A303 South Petherton to Southfields scheme is being considered as part of a pipeline of scheme that may be delivered through the third Road Investment Strategy (RIS3) period (2025-2030). In March 2023, Government announced the pipeline of schemes earmarked for RIS3 (covering 2025 to 2030) will continue to be developed but considered for delivery as part of RIS4 (beyond 2030). All the schemes in the pipeline programme remain uncommitted, with no guarantee they will be taken forward into construction.	N/A
4	Biodiversity	Concerned the proposals will be detrimental and creating problems for wildlife.	National Highways acknowledge concern over the level of environmental impact potentially arising from the scheme. The need for the scheme is established and set out in the Case for the Scheme (Document Reference 7.1). The proposals seek to address traffic congestion and safety issues that currently impact on local people and businesses (including reducing impacts on air quality), whilst seeking to improve connectivity for local residents and other road users. The proposals have been informed by extensive ecological surveys which have fed into the Environmental Impact Assessment (EIA) process. A mitigation hierarchy approach has been applied to the scheme design; seeking firstly to avoid, or reduce adverse effects on valued ecological features and then to mitigate those which cannot be reduced. Where impacts upon protected species and habitats have been identified, specific mitigation strategies have been developed and agreed with Natural England; these are included within the Environmental Statement (Document Reference 6.2). Areas of habitat creation are included within the scheme as replacement for those habitats lost to construction. These areas of habitat creation would include plant species of local provenance, in keeping with the character of the local landscape, and of benefit to biodiversity. Furthermore, habitat creation areas have been designed to, once established, improve ecological connectivity through the local	N/A

Appendix Table 5.1N Summary of matters raised in relation to Q4b of the feedback questionnaire in relation to proposals for a parallel road on the eastern side of the A358 to connect Stewley with the Ashill junction and provide access to the A358 and the National Highways response

Row Number	Topic	Matters raised in response to consultation – matters copied verbatim	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Y/N or N/A)
			landscape along the A358, by connecting up existing parcels of semi-natural habitats. In recognition of the time required for created habitats to provide an equivalent biodiversity value to those lost, larger areas of habitat would be created in comparison to those lost to ensure a net increase in habitat area. As detailed within the Environmental Management Plan (Document Reference 6.4, Appendix 2.1), these habitats would be subject to long-term management and monitoring to maximise the outcomes for biodiversity.	
5	Biodiversity	Disagrees with the proposals for a parallel road on the eastern side of the A358 as considers it will destroy wildlife	The proposals have been informed by extensive ecological surveys which have fed into the Environmental Impact Assessment (EIA) process. A mitigation hierarchy approach has been applied to the scheme design; seeking firstly to avoid, or reduce adverse effects on valued ecological features and then to mitigate those which cannot be reduced. Where impacts upon protected species and habitats have been identified, specific mitigation strategies have been developed and agreed with Natural England; these are included within the Environmental Statement (Document Reference 6.2). Areas of habitat creation are included within the scheme as replacement for those habitats lost to construction. These areas of habitat creation would include plant species of local provenance, in keeping with the character of the local landscape, and of benefit to biodiversity. Furthermore, habitat creation areas have been designed to, once established, improve ecological connectivity through the local landscape along the A358, by connecting up existing parcels of semi-natural habitats. In recognition of the time required for created habitats to provide an equivalent biodiversity value to those lost, larger areas of habitat would be created in comparison to those lost to ensure a net increase in habitat area. As detailed within the Environmental Management Plan (Document Reference 6.4, Appendix 2.1), these habitats would be subject to long-term management and monitoring to maximise the outcomes for biodiversity. Where suitable wildlife crossing features already exist along the A358, such as underbridges associated with watercourses, these have been replicated/extended to facilitate safe crossing under the new eastbound carriageway. Additional measures have also been incorporated into the scheme to facilitate the safe movement of wildlife. This includes mammal ledges within culverts and underbridges in key locations to encourage mammal passage beneath the scheme even in times of flood. Badger tunnels are incorporated where key badger movement corridors have been identified, and dormouse bridges are proposed to maintain safe connection between dormouse habitats on either side of the scheme. Mammal-proof fencing is also proposed at key crossing points (for example watercourses) to direct wildlife towards tunnels, culverts and underbridges as appropriate. Locations of mammal crossings are shown on General Arrangement Plans (Document Reference 2.5a) and Envionmental Statement Figure 7.8 Environmental masterplans (Document Reference 6.3).	N/A
6	Biodiversity	Support proposals for a parallel road on the eastern side of the A358 to connect Stewley with the Ashill junction. Highlights the impacts that this could have for biodiversity including bluebells.	National Highways acknowledges the range of views expressed, including those received in support of the scheme. The proposals have been informed by extensive ecological surveys which have fed into the Environmental Impact Assessment (EIA) process. A mitigation hierarchy approach has been applied to the scheme design; seeking firstly to avoid, or reduce adverse effects on valued ecological features and then to mitigate those which cannot be reduced. Where impacts upon protected species and habitats have been identified, specific mitigation strategies have been developed and agreed with Natural England; these are included within the Environmental Statement (Document Reference 6.2). Areas of existing vegetation of high biodiversity value, including woodland, have been retained or protected where possible or minimised through design. Where these habitats are located adjacent to construction areas, appropriate buffers would be established and fencing utilised to maintain root protection zones as detailed within the Arboricultural Impact Assessment Report (Document Reference 6.4, Appendix 7.3) as part of the Environmental Statement (Document Reference 6.2). Areas of habitat creation are included within the scheme as replacement for those habitats lost to construction. These areas of habitat creation would include plant species of local provenance, in keeping with the character of the local landscape, and of benefit to biodiversity. Furthermore, habitat creation areas have been designed to, once established, improve ecological connectivity through the local landscape along the A358, by connecting up existing parcels of semi-natural habitats. In recognition of the time required for created habitats to provide an equivalent biodiversity value to those lost, larger areas of habitat would be created in comparison to those lost to ensure a net increase in habitat area. As detailed within the Environmental Management Plan (EMP) (Document Reference 6.4 Appendix 2.1) submitted with the Development Consent Order application, these habitats would be subject to long-term	N/A

Appendix Table 5.1N Summary of matters raised in relation to Q4b of the feedback questionnaire in relation to proposals for a parallel road on the eastern side of the A358 to connect Stewley with the Ashill junction and provide access to the A358 and the National Highways response

Row Number	Topic	Matters raised in response to consultation – matters copied verbatim	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Y/N or N/A)
			management and monitoring to maximise the outcomes for biodiversity. In addition to the creation of new habitat, emphasis has been placed on improvements to existing woodland and hedgerow habitats retained within or adjacent to the scheme. Sensitive management regimes would be introduced and selective thinning of woodlands undertaken to open up canopies and improve the woodland structure and species diversity of the ground flora, this would be to the benefit of a range of flora species including bluebell. In addition, at Saltfield Copse the woodland would be fenced with deer proof fencing to remove grazing pressures upon the existing ground flora, including the extensive stands of bluebell.	
7	Climate	Objects to proposals for a parallel road on the eastern side of the A358. Highlights that transportation is energy intensive and that there is a need to respond to the climate emergency declaration made by Central Government and to avoid reaching an environmental crisis.	National Highways is cognisant of the changes introduced by the Climate Change Act 2008 (2050 Target Amendment) Order 2019, and the net-zero ambition is set out within the amendments. The Secretary of State supports delivery of emission reductions through a system of five-year carbon budgets that set a trajectory for reducing greenhouse gas production to 2050. In response to the carbon budgets, the Department for Transport has published The Road to Zero which sets out steps towards cleaner road transport and delivering the Industrial Strategy. National Highways 'Net Zero Highways: our 2030/ 2040/ 2050 plans' outlines its ambitious plan to be net zero by 2050. National Highways is required by the National Policy Statement for National Networks to assess the effects of the scheme in relation to carbon emissions and climate change, including an assessment of the significance of any increase within the context of the relevant UK carbon budget period. The climate assessment presented within the Preliminary Environmental Information (PEI) Report considered impacts over a 60 year period and compared emissions against the UK 4th carbon budget (construction emissions) and the 5th and 6th carbon budgets (for operation). This assessment has also been incorporated into Environmental Statement Chapter 14 Climate (Document Reference 6.2), which outlines the measures taken to avoid and mitigate carbon emissions through the design of the scheme. It also describes an assessment of any likely significant climate factors in accordance with the requirements of the Environmental Impact Assessment Regulations and concludes in all cases the emissions calculated demonstrated no impact on the ability of the UK Government to meet these carbon budgets, and no significant effect on climate. Alternatives to the scheme including different modes of transport were considered as part of the option identification and appraisal process, leading to the Preferred Route Announcement in June 2019. This concluded that even substantial improvements to public transport provision, predominantly in the form of rail improvements, would not sufficiently reduce the number of vehicles to help address the identified problems along the A303/A358 corridor.	No
8	Climate	Objects to the principle of development. Considers the road cannot be justified given the context of the climate and ecological emergency. Concerned the scheme does not take this emergency seriously or follow environmental science. Suggests the money should be spent on rebuilding nature rather than destroying the countryside.	National Highways acknowledge concern over the level of environmental impact potentially arising from the scheme. The need for the scheme is established and set out in the Case for the Scheme (Document Reference 7.1). The proposals seek to address traffic congestion and safety issues that currently impact on local people and businesses (including reducing impacts on air quality), whilst seeking to improve connectivity for local residents and other road users. As part of the design development, we have adopted a mitigation hierarchy, aiming first to avoid impacts, and then to mitigate those we are unable to avoid. The mitigation measures we have adopted are described in the Environmental Statement (Document Reference 6.2). National Highways is cognisant of the changes introduced by the Climate Change Act 2008 (2050 Target Amendment) Order 2019, and the net-zero ambition is set out within the amendments. The Secretary of State supports delivery of emission reductions through a system of five-year carbon budgets that set a trajectory for reducing greenhouse gas production to 2050. In response to the carbon budgets, the Department for Transport has published The Road to Zero which sets out steps towards cleaner road transport and delivering the Industrial Strategy. National Highways 'Net Zero Highways: our 2030/ 2040/ 2050 plans' outlines its ambitious plan to be net zero by 2050. National Highways is required by the National Policy Statement for National Networks to assess the	No

Appendix Table 5.1N Summary of matters raised in relation to Q4b of the feedback questionnaire in relation to proposals for a parallel road on the eastern side of the A358 to connect Stewley with the Ashill junction and provide access to the A358 and the National Highways response

Row Number	Topic	Matters raised in response to consultation – matters copied verbatim	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Y/N or N/A)
			effects of the scheme in relation to carbon emissions and climate change, including an assessment of the significance of any increase within the context of the relevant UK carbon budget period. The climate assessment presented within the Preliminary Environmental Information (PEI) Report considered impacts over a 60 year period and compared emissions against the UK 4th carbon budget (construction emissions) and the 5th and 6th carbon budgets (for operation). This assessment has also been incorporated into Environmental Statement Chapter 14 Climate (Document Reference 6.2), which outlines the measures taken to avoid and mitigate carbon emissions through the design of the scheme. It also describes an assessment of any likely significant climate factors in accordance with the requirements of the Environmental Impact Assessment Regulations and concludes in all cases the emissions calculated demonstrated no impact on the ability of the UK Government to meet these carbon budgets, and no significant effect on climate.	
9	Climate	Objects to proposals due to associated impacts on climate.	National Highways is cognisant of the changes introduced by the Climate Change Act 2008 (2050 Target Amendment) Order 2019, and the net-zero ambition is set out within the amendments. The Secretary of State supports delivery of emission reductions through a system of five-year carbon budgets that set a trajectory for reducing greenhouse gas production to 2050. In response to the carbon budgets, the Department for Transport has published The Road to Zero which sets out steps towards cleaner road transport and delivering the Industrial Strategy. National Highways 'Net Zero Highways: our 2030/ 2040/ 2050 plans' outlines its ambitious plan to be net zero by 2050. National Highways is required by the National Policy Statement for National Networks to assess the effects of the scheme in relation to carbon emissions and climate change, including an assessment of the significance of any increase within the context of the relevant UK carbon budget period. The climate assessment presented within the Preliminary Environmental Information (PEI) Report considered impacts over a 60 year period and compared emissions against the UK 4th carbon budget (construction emissions) and the 5th and 6th carbon budgets (for operation). This assessment has also been incorporated into Environmental Statement Chapter 14 Climate (Document Reference 6.2), which outlines the measures taken to avoid and mitigate carbon emissions through the design of the scheme. It also describes an assessment of any likely significant climate factors in accordance with the requirements of the Environmental Impact Assessment Regulations and concludes in all cases the emissions calculated demonstrated no impact on the ability of the UK Government to meet these carbon budgets, and no significant effect on climate.	No
10	Consultation	Highlights that questions are hard to understand and not clear from plans	Consultation Report Chapters 4 and 7 (Document Reference 5.1) set out the documents that were made available and where during the consultation. The level of information was appropriate for the nature of this Nationally Significant Infrastructure Project (NSIP), and acknowledging the range of interests in the scheme, provided both technical and non-technical summaries of key documents to help all groups of people get involved and have their say. National Highways also provided a range of activities and feedback mechanisms throughout the consultation period including in-person events, webinars, webchats, and freephone service to help ensure the consultation and its content was accessible and understandable. As set out in the Consultation Report (Document Reference 5.1), in-person events were part of a wider range of activities and feedback mechanisms to help ensure people could access information, ask questions of the team and provide feedback via a variety of methods.	N/A
11	Economics	Disagrees with the proposals for a parallel road on the eastern side of the A358 as considers this section of the scheme in unnecessary and costly	The South West's economy is under-performing compared to the UK average. Local councils and business leaders agree that upgrading the rest of the A303/A358 corridor to dual carriageway would help connect the South West better to neighbouring regions, unlocking its potential for growth and supporting plans for more homes and jobs. National Highways assess the costs and benefits of the scheme using a number of different assessments to understand impacts including journey time savings to road users, road safety, wider economic impacts, and a range of environmental aspects. The project is reviewed by both National Highways and the Department for Transport to examine whether the benefits outweigh the costs, and whether the business case for the scheme is sufficiently strong to support delivery. This is reviewed at every stage of work to determine whether the scheme delivery should be continued; the scheme has already gone through a strategic outline business case, and the preliminary design stage sets out the outline business case (a more detailed version). A full business case will be prepared during construction preparation if the	N/A

Appendix Table 5.1N Summary of matters raised in relation to Q4b of the feedback questionnaire in relation to proposals for a parallel road on the eastern side of the A358 to connect Stewley with the Ashill junction and provide access to the A358 and the National Highways response

Row Number	Topic	Matters raised in response to consultation – matters copied verbatim	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Y/N or N/A)
			Development Consent Order is granted. The proposed scheme is part of the Government's second Road Investment Strategy (RIS2), which identifies parts of the strategic road network that need upgrading to improve safety, connectivity, and reliability for its users. Details of the economic appraisal of the scheme, which forms the basis for the value for money assessment, are provided in the Combined Modelling and Appraisal Report (Document Reference 7.4). Journey time savings are forecast to be in the order of 5 to 7 minutes during most times of day. This equates to a saving of more than 30% during most times of day.	
12	Economics	Disagrees with the proposals for a parallel road on the eastern side of the A358 to connect Stewley with the Ashill junction and provide access to the A358 as considers there will be a huge expense	The South West's economy is under-performing compared to the UK average. Local councils and business leaders agree that upgrading the rest of the A303/A358 corridor to dual carriageway would help connect the South West better to neighbouring regions, unlocking its potential for growth and supporting plans for more homes and jobs. National Highways assess the costs and benefits of the scheme using a number of different assessments to understand impacts including journey time savings to road users, road safety, wider economic impacts, and a range of environmental aspects. The project is reviewed by both National Highways and the Department for Transport to examine whether the benefits outweigh the costs, and whether the business case for the scheme is sufficiently strong to support delivery. This is reviewed at every stage of work to determine whether the scheme delivery should be continued; the scheme has already gone through a strategic outline business case, and the preliminary design stage sets out the outline business case (a more detailed version). A full business case will be prepared during construction preparation if the Development Consent Order is granted. The proposed scheme is part of the Government's second Road Investment Strategy (RIS2), which identifies parts of the strategic road network that need upgrading to improve safety, connectivity, and reliability for its users. Details of the economic appraisal of the scheme, which forms the basis for the value for money assessment, are provided in the Combined Modelling and Appraisal Report (Document Reference 7.4). Journey time savings are forecast to be in the order of 5 to 7 minutes during most times of day. This equates to a saving of more than 30% during most times of day.	N/A
13	Engineering design	Considers proposals for a parallel road on the eastern side of the A358 to connect Stewley with the Ashill junction to be expensive for limited returns.	The South West's economy is under-performing compared to the UK average. Local councils and business leaders agree that upgrading the rest of the A303/A358 corridor to dual carriageway would help connect the South West better to neighbouring regions, unlocking its potential for growth and supporting plans for more homes and jobs. National Highways assessed the costs and benefits of the scheme using a number of different assessments to understand impacts including transport users, road safety, wider area impacts, and a range of environmental aspects. The scheme is reviewed by both National Highways and the Department for Transport to see whether the benefits outweigh the costs, and whether the business case for the scheme is sufficient to support delivery. This is reviewed at every stage of work to see whether the scheme delivery should be continued; the scheme has already gone through a strategic outline business case, and the preliminary design stage sets out the outline business case (a more detailed version). A full business case will be prepared during construction preparation if the Development Consent Order is granted. The proposed scheme is part of the Government's second Road Investment Strategy (RIS2), which identifies parts of the strategic road network which need upgrading to improve safety, connectivity, and reliability for its users. Details of the economic appraisal of the scheme, which forms the basis for the value for money assessment, are provided in the Combined Modelling and Appraisal Report (Document Reference 7.4). This includes the scheme cost, the economic benefits and the benefit to cost ratio.	N/A
14	Engineering design	Disagrees with the proposals for a parallel road on the eastern side of the A358 as considers the scheme is an urban design which should be reconsidered due to the impact on flood risk.	A Flood Risk Assessment (FRA) has been prepared (Document Reference 6.4, Appendix 13.1) in compliance with the National Planning Policy Framework to assess the potential impact of the scheme on local flood risk and provides a description of mitigation measures to offset any potential changes. The FRA considers flooding from rivers and streams, groundwater, surface water and infrastructure failure.	Yes

Appendix Table 5.1N Summary of matters raised in relation to Q4b of the feedback questionnaire in relation to proposals for a parallel road on the eastern side of the A358 to connect Stewley with the Ashill junction and provide access to the A358 and the National Highways response

Row Number	Topic	Matters raised in response to consultation – matters copied verbatim	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Y/N or N/A)
			The FRA has been informed by Environment Agency flood risk mapping, British Geological Survey (BGS) groundwater flood mapping and fluvial hydraulic modelling carried out specifically for watercourses affected by the scheme. The FRA has not identified any significant impacts on flood risk as a result of the proposed scheme.	
15	Engineering design	Supports the proposals for a parallel road but suggests it is extended to include traffic from Hatch Beauchamp so that access to the A358 is not required at Village Road.	Access to the A358 is not provided at Village Road.	No
16	Engineering design	Considers maintaining access to farms will be the main reason for proposals for a parallel road on the eastern side of the A358 to connect Stewley with the Ashill junction. Suggests that if proposals do not serve farming access, a bridge over the new road to connect to Ashill Road would be less disruptive.	Earlier stages of the scheme did consider an overbridge with a link to the Ashill Road in the vicinity of Kenny. However, the current arrangement with Stewley Link was found to be more beneficial in terms of access and connectivity, construction, maintenance and cost.	No
17	Engineering design	Suggests a bridge across at the Stewley junction and access to the dual carriageway would negate the need for costly road construction and the destruction of prime farmland.	Earlier stages of the scheme did consider an overbridge with a link to the Ashill Road in the vicinity of Kenny. However, the current arrangement with Stewley Link was found to be more beneficial in terms of access and connectivity, construction, maintenance and cost.	No
18	Engineering design	Suggests the Ashill Junction should be relocated closer to Stewley than Ashill.	The Preferred Route Announcement made in June 2019 was made considering taking into account public consultation feedback, and the accompanying Scheme Appraisal Assessment Report (Document Reference 7.6) set out the reasons for the selection of a preferred route, including appraisal of alternatives. The location of the Ashill junction was decided at the scheme options stage. National Highways has progressed the scheme accordingly, and the options assessment process is set out in Chapter 3 Assessment of alternatives of the Environmental Statement (Document Reference 6.2). Please refer to Chapter 2 of this Consultation Report for further information.	No
19	Engineering design	Objects to proposals as suggests the Ashill junction should be located at Stewley.	The Preferred Route Announcement made in June 2019 was made considering taking into account public consultation feedback, and the accompanying Scheme Appraisal Assessment Report (Document Reference 7.6) set out the reasons for the selection of a preferred route, including appraisal of alternatives. The location of the Ashill junction was decided at the scheme options stage. National Highways has progressed the scheme accordingly, and the options assessment process is set out in Chapter 3 Assessment of alternatives of the Environmental Statement (Document Reference 6.2). Please refer to Chapter 2 of this Consultation Report for further information.	No
20	Engineering design	Requests direct access onto the A358 by a conventional junction as considers it would negate the need for additional roads and the associated environmental impacts	The existing A358 also has many local roads and private accesses joining directly with it, which interrupt the flow of traffic and have the potential to create incidents, either by queueing traffic or turning movements, or by drivers trying to cross a junction to get to a village on the other side of the A358. By removing these the potential for incidents is reduced. National Highways are adopting the latest design standards for the A358 Taunton to Southfields scheme which includes GD 300. This is part of the Design Manual for Roads and Bridges (DMRB) and includes requirements and advice for new and upgraded all-purpose trunk roads, covering four different levels of provision. Specifically, the scheme is being designed as a Level 2 dual carriageway which means it will have All-Purpose Trunk Road designation and will be accessible to agricultural vehicles.	No
21	Engineering design	Disagrees with the proposals to create parallel roads and considers there should be direct access onto the A358 by conventional junctions to reduce the need for an additional road and environmental impacts.	For the A358 to become a high quality dual carriageway, junctions along its length must provide a safe means with which to exit or enter the A358 dual carriageway at high speed, complying with the Design Manual for Roads and Bridges (DMRB) CD 122. As such, most of the direct local road accesses have been removed and access to the A358 is from new grade separated junctions at Mattock's Tree Green and Ashill.	No
22	Engineering design	Considers there should be direct access onto the A358 by a conventional junction as considers this would remove the need for an additional road	For the A358 to become a high quality dual carriageway, junctions along its length must provide a safe means with which to exit or enter the A358 dual carriageway at high speed, complying with the Design Manual for Roads and Bridges (DMRB) CD 122. As such, most of the direct local road accesses have been removed and access to the A358 is from new grade separated junctions at Mattock's Tree Green and Ashill.	No
23	Engineering design	Objection to proposals for a parallel road to connect Stewley with the Ashill junction as it is considered that this would be a waste of money and land. Suggests a slip road be added onto the A358 instead.	For the A358 to become a high-quality, high-performing dual carriageway, junctions along its length must provide a safe means with which to exit or enter the A358 dual carriageway at high speed, complying with Design Manual for Roads and Bridges CD 122. As such, most of the direct local road accesses have	No

Appendix Table 5.1N Summary of matters raised in relation to Q4b of the feedback questionnaire in relation to proposals for a parallel road on the eastern side of the A358 to connect Stewley with the Ashill junction and provide access to the A358 and the National Highways response

Row Number	Topic	Matters raised in response to consultation – matters copied verbatim	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Y/N or N/A)
			been removed and access to Mattoc''s Tree Green junction and Ashill junction are provided. Traffic modelling of the additional slip roads proposed by the Community of Parishes indicates that they would be very lightly trafficked and would therefore result in benefit to very few users at a cost that would outweigh these benefits. Details of the economic appraisal of the scheme, which forms the basis for the value for money assessment, are provided in the Combined Modelling and Appraisal Report (Document Reference 7.4). This includes the scheme cost, the economic benefits and the benefit to cost ratio.	
24	Engineering design	Requests only local improvements are provided from the existing A358, to include appropriate on-off slip-roads.	For the A358 to become a high-quality, high-performing dual carriageway, junctions along its length must provide a safe means with which to exit or enter the A358 dual carriageway at high speed, complying with Design Manual for Roads and Bridges CD 122. As such, most of the direct local road accesses have been removed and access to Mattoc''s Tree Green junction and Ashill junction are provided. Traffic modelling of the additional slip roads proposed by the Community of Parishes indicates that they would be very lightly trafficked and would therefore result in benefit to very few users at a cost that would outweigh these benefits. Details of the economic appraisal of the scheme, which forms the basis for the value for money assessment, are provided in the Combined Modelling and Appraisal Report (Document Reference 7.4). This includes the scheme cost, the economic benefits and the benefit to cost ratio.	N/A
25	Engineering design	Disagrees with the proposals for a parallel road on the eastern side of the A358 to connect Stewley with the Ashill Junction and provide access to the A358. Requests Hatch Beauchamp has an on/off junction. Considers that Stewley traffic could then continue through Capland and get on and off the A358 at this proposed junction.	For the A358 to become a high-quality, high-performing dual carriageway, junctions along its length must provide a safe means with which to exit or enter the A358 dual carriageway at high speed, complying with Design Manual for Roads and Bridges CD 122. As such, most of the direct local road accesses have been removed and access to Mattoc''s Tree Green junction and Ashill junction are provided. Traffic modelling of the additional slip roads proposed by the Community of Parishes indicates that they would be very lightly trafficked and would therefore result in benefit to very few users at a cost that would outweigh these benefits. Details of the economic appraisal of the scheme, which forms the basis for the value for money assessment, are provided in the Combined Modelling and Appraisal Report (Document Reference 7.4). This includes the scheme cost, the economic benefits and the benefit to cost ratio.	No
26	Engineering design	Considers the plans for the location of the road between greenacres and the farm units to be intrusive, considers it better if the road is run on the western side of the barns between the dual carriageway and the barns	The Stewley link alignment has been modified in this location in order to move it as closer as possible to the A358, while providing access to landowners and providing sufficient land for mitigation and drainage attenuation.	Yes
27	Engineering design	Supports the comments of the Joint Parish proposals for the proposals for a parallel road on the eastern side of the A358	National Highways acknowledges support for responses provided to the consultation by the Community of Parishes and individual parish councils. Full responses to each of the matters raised can be found in the Consultation Report Appendix 5.2 Table 5.2B, Appendix 6.4 and Appendix 8.2 Table 8.2B (Document Reference 5.2). Suggested alternative proposals have been considered and some elements have been adopted into the scheme design.	Yes
28	Engineering design	Support for proposals for a parallel road on the eastern side of the A358 to connect Stewley with the Ashill junction and provide access to the A358. Suggests need for a parallel road on west side from Stewley Lodge to Bickenhall Lane.	National Highways acknowledges support for the Stewley Link. Stewley is already connected to Capland Lane via the existing Stewley Lane. The Capland Link is proposed to connect Capland Lane with Village Road and enable connectivity on the eastern side of the A58 between Stewley and Hatch Beauchamp. The proposed Stewley link will allow traffic from Stewley to access the A358 and Ashill village via the proposed overbridge at the Ashill junction. Traffic modelling indicates that an additional junction east of Hatch Beauchamp with slip roads allowing access to and from Village Road would be very lightly trafficked and would therefore result in benefit to very few users at a cost that would outweigh these benefits. The addition of these slip roads would present poor value for money and they are therefore not included within the scheme proposals. An additional junction would also have further environmental impacts.	No
29	Engineering design	Supports proposals for a parallel road on the eastern side of the A358 to connect Stewley with the Ashill junction.	National Highways acknowledges the range of views expressed, including those received in support of the scheme.	N/A
30	Engineering design	Highlights that if the proposed scheme is required that providing access is very important considering the proposed removal of access roads to the A358.	National Highways acknowledges the range of views expressed, including those received in support of the scheme.	N/A
31	Engineering design	Support for proposals for a parallel road on the eastern side of the A358 to connect Stewley with the Ashill junction as it is considered that this would be reasonable.	National Highways acknowledges the range of views expressed, including those received in support of the scheme.	N/A
32	Engineering design	Supports the proposals for a parallel road on the eastern side of the A358 to connect Stewley with the Ashill junction and provide access to the A358.	National Highways acknowledges the range of views expressed, including those received in support of the scheme.	N/A

Appendix Table 5.1N Summary of matters raised in relation to Q4b of the feedback questionnaire in relation to proposals for a parallel road on the eastern side of the A358 to connect Stewley with the Ashill junction and provide access to the A358 and the National Highways response

Row Number	Topic	Matters raised in response to consultation – matters copied verbatim	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Y/N or N/A)
33	Engineering design	Supports the proposal for a parallel road on the eastern side of the A358 to connect Stewley with the Ashill junction and provide access to the A358 and considers them necessary.	National Highways acknowledges the range of views expressed, including those received in support of the scheme.	N/A
34	Engineering design	Considers the new link road excessive for access to Capland and Stewley hamlets but understands it is largely provided for maintenance to the drainage systems.	National Highways acknowledges the range of views expressed, including those received in support of the scheme.	N/A
35	Engineering design	Support for proposals for a parallel road on the eastern side of the A358 to connect Stewley with the Ashill junction as these are considered reasonable.	National Highways acknowledges the range of views expressed, including those received in support of the scheme.	N/A
36	Engineering design	Supports proposals as considers scheme should allow safe access onto the A358 to Ilminster for local villages.	National Highways acknowledges the range of views expressed, including those received in support of the scheme.	N/A
37	Engineering design	Considers proposals for a parallel road to connect Stewley and Ashill junction necessary.	National Highways acknowledges the range of views expressed, including those received in support of the scheme.	N/A
38	Engineering design	Support for proposals for a parallel road on the eastern side of the A358 to connect Stewley with the Ashill junction if the scheme is considered I.	National Highways acknowledges the range of views expressed, including those received in support of the scheme.	N/A
39	Engineering design	Supports proposals for a parallel road on the eastern side of the A358. Notes there are remnants of the old road which could be used.	National Highways acknowledges the range of views expressed, including those received in support of the scheme.	N/A
40	Engineering design	Supports proposals for a parallel road to connect Stewley aunctionll juncton as it would make it easier to travel between the two areas.	National Highways acknowledges the range of views expressed, including those received in support of the scheme.	N/A
41	Engineering design	Support for the parallel road on the eastern side of the A358 to connect Stewley with the Ashill junction as it is considered that this is logical.	National Highways acknowledges the range of views expressed, including those received in support of the scheme.	N/A
42	Engineering design	Support for proposals for a parallel road on eastern side of the A358, where this keeps traffic out of Ashill and residents of Stewley will be able to access Ilminster easily.	National Highways acknowledges the range of views expressed, including those received in support of the scheme.	N/A
43	Engineering design	Supports the community mitigation proposals as considers them preferable.	National Highways acknowledges the range of views expressed, including those received in support of the scheme.	N/A
44	Engineering design	Agrees with proposals for a parallel road on the eastern side of the A358 as considers that it would be good for local traffic.	National Highways acknowledges the range of views expressed, including those received in support of the scheme.	N/A
45	Engineering design	Supports the proposals for a parallel road on the eastern side of the A358 to connect Stewley with the Ashill junction as considered they would ensure route continuity.	National Highways acknowledges the range of views expressed, including those received in support of the scheme.	N/A
46	Engineering design	Considers the proposals to be a good compromise if the bridge over the new road to the Kenny/Old Butler Oil Site is no longer an option.	National Highways acknowledges the range of views expressed, including those received in support of the scheme.	N/A
47	Engineering design	Supports proposals as they ensure continuity for cycling, walking and horse- riding.	National Highways acknowledges the support received in relation to the walking, cycling and horse-riding proposals.	No
48	Engineering design	Supports the proposal for a parallel road on the eastern side of the A358 to connect Stewley with Ashill junction as consider these proposals would improve the cycle routes in the area.	National Highways acknowledges the support received in relation to the walking, cycling and horse-riding proposals.	No
49	Engineering design	Notes difficulties in visualising the proposals.	National Highways appreciates this may be difficult to visualise and that is the reason that the statutory and supplementary consultation materials available included a realistic fly through visualisation to view online and at the in person events. In addition, National Highways provided an interactive traffic flow webmap to help the public understand how the scheme would affect traffic flows, and a trip route and journey time webmap to provide information about how the scheme would affect the typical route and journey time of a selection of trips in the area. Both webmaps presented the scenarios for the year 2028 (the expected opening year of the scheme at the time of consultation). These webmaps are available at: https://highwaysengland.citizenspace.com/he/a358-taunton-to-southfields-2022-sup-consultation/.	N/A
50	Engineering design	Objection to proposals for a parallel road on the eastern side of the A358 to connect Stewley with the Ashill junction and provide access to the A358. Comment that the proposal would create two local roads on either side of the proposed route. Concern that the link towards Stewley would funnel traffic down into the existing narrow road network that is used by walkers, cyclists and horse-riders as well as farmers with very large tractors.	National Highways have carried out traffic modelling of the A358 between Taunton and Ilminster and the local road network in the vicinity. The traffic modelling indicates that because of the significant reductions in journey time and congestion on the new A358 there is a decreased likelihood of people using alternative routes in the surrounding area. As a result, there will be very small changes on most local roads (a change of less than 250 vehicles per direction on a weekday in 2031), although some see a very significant benefit as a result of reductions in vehicles using alternative routes to the A358 between Taunton and Ilminster. The methodology and results of the traffic modelling is reported in the Combined Modelling and Appraisal Report (Document Reference 7.4).	N/A

Appendix Table 5.1N Summary of matters raised in relation to Q4b of the feedback questionnaire in relation to proposals for a parallel road on the eastern side of the A358 to connect Stewley with the Ashill junction and provide access to the A358 and the National Highways response

Row Number	Topic	Matters raised in response to consultation – matters copied verbatim	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Y/N or N/A)
51	Engineering design	Highlights that parallel road on A358 is not required as it is a dual carriageway not an expressway	The Preferred Route Announcement made in June 2019 was made considering taking into account public consultation feedback, and the accompanying Scheme Appraisal Assessment Report (Document Reference 7.6) set out the reasons for the selection of a preferred route, including appraisal of alternatives. National Highways has progressed the scheme accordingly, and the options assessment process is set out in Chapter 3 Assessment of alternatives of the Environmental Statement (Document Reference 6.2). Please refer to Chapter 2 of this Consultation Report for further information. The scheme is part of the Government's second Road Investment Strategy (RIS2), which identifies parts of the strategic road network that need upgrading to improve safety, connectivity, and reliability for its users. The South West's economy is under-performing compared to the UK average and local councils and business leaders agree that the scheme would help connect the South West better to neighbouring regions, unlocking its potential for growth and supporting plans for more homes and jobs. The National Highways delivery plan for 2020 – 2025 confirms that we're committed to delivering a high-quality and high-performing dual carriageway route along the A303/A358 corridor, not an expressway or a motorway. This represented a change to the Government's first Road Investment Strategy (RIS1) intention to create a new Expressway corridor into the region, but the second Road Investment Strategy (RIS2) revised this intention, taking into account an expressway prohibits the use of farm vehicles, and the local area is rural in nature. As part of the scheme National Highways would permit local traffic and agricultural traffic to join the strategic network in a safe way via a limited number of junctions. Details of the economic appraisal of the scheme, which forms the basis for the value for money assessment, are provided in the Combined Modelling and Appraisal Report (Document Reference 7.4).	No
52	Engineering design	Suggests an expressway is not needed here as traffic flows without any problems. Considers the junction that proceeds the existing Rapps Junction to Southfields are the continuing bottleneck areas. Suggests better designed acceleration and deceleration slip roads onto the existing A358 are required.	The National Highways delivery plan for 2020 – 2025 confirms that we're committed to delivering a high-quality and high-performing dual carriageway route along the A303/A358 corridor, not an expressway or a motorway. This represented a change to the Government's first Road Investment Strategy (RIS1) intention to create a new Expressway corridor into the region, but the second Road Investment Strategy (RIS2) revised this intention, taking into account an expressway prohibits the use of farm vehicles, and the local area is rural in nature. As part of the scheme National Highways would permit local traffic and agricultural traffic to join the strategic network in a safe way via a limited number of junctions. The suggested slip roads would not be feasible given the proximity to the new Ashill junction. Traffic modelling of the additional slip roads proposed by the Community of Parishes indicates that they would be very lightly trafficked and would therefore result in benefit to very few users at a cost that would outweigh these benefits.	No
53	Engineering design	Disagrees with the proposals for a parallel road on the eastern side of the A358 to connect Stewley with the Ashill junction as considers these proposals complex as the area contains limited traffic.	The parallel road on the eastern side of the A358 to connect Stewley with the Ashill junction is proposed to provide connectivity to Stewley. Excluding this link would result in traffic from Stewley having to travel a significantly greater distance along local roads, which would increase journey times.	N/A
54	Engineering design	Objects to proposals for a parallel road on the eastern side of the A358 to connect Stewley. Considers the proposals excessive for small hamlets such as Stewley and Capland.	The parallel road on the eastern side of the A358 to connect Stewley with the Ashill junction is proposed to provide connectivity to Stewley. Excluding this link would result in traffic from Stewley having to travel a significantly greater distance along local roads, which would increase journey times.	N/A
55	Engineering design	Considers the parallel road a huge mileage addition and suggests it would be better to link Stewley with Capland Lane – accessing the A358 via on/off slips from Village Road.	Stewley is already connected to Capland Lane via the existing Stewley Lane. The Capland Link is proposed to connect Capland Lane with Village Road and enable connectivity on the eastern side of the A58 between Stewley and Hatch Beauchamp. The proposed Stewley link will allow traffic from Stewley to access the A358 and Ashill village via the proposed overbridge at the Ashill junction. Traffic modelling indicates that an additional junction east of Hatch Beauchamp with slip roads allowing access to and from Village Road would be very lightly trafficked and would therefore result in benefit to very few users at a cost that would outweigh these benefits. The addition of these slip roads would present poor value for money and they are therefore not included within the scheme proposals. An additional junction would also have further environmental impacts. National Highways have identified the need to address safety issues associated with the numerous local at- grade priority junctions along the road. The provision of a high-quality, high-performing dual carriageway and closure of all at-grade local junctions would improve safety across the route significantly. Further to consultation comments received in response to the 2021 public consultation, the scheme now includes Capland link, which would be adopted highway for all users including walkers, cyclists, horse-	No

Appendix Table 5.1N Summary of matters raised in relation to Q4b of the feedback questionnaire in relation to proposals for a parallel road on the eastern side of the A358 to connect Stewley with the Ashill junction and provide access to the A358 and the National Highways response

Row Number	Topic	Matters raised in response to consultation – matters copied verbatim	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Y/N or N/A)
			riders and carriage drivers. National Highways has worked with the local highway authority, Somerset Council, to identify any potential access issues to the local road network as a result of the scheme and will continue to engage with the relevant authorities during the detailed design process and into construction.	
56	Engineering design	Suggests the route to Ashill is overly complex with a low value for money given the small number of properties for which it provides access to the Southbound A358.	The new Ashill junction gives access to the A358 in all directions and is in close proximity to Ashill. The methodology and results of the traffic modelling and the value for money assessment is reported in the Combined Modelling and Appraisal Report (Document Reference 7.4).	N/A
57	Engineering design	Disagrees with the proposals for a parallel road on the eastern side of the A358 to connect Stewley with the Ashill junction as considers the proposals take away an excessive amount of farmland	The scheme only uses land essential for a development of this nature, including the environmental mitigation measures. Opportunities to minimise footprint have been explored throughout the design process. The proposals seek to reduce the impact on agricultural land through minimising the amount of agricultural land permanently required by the scheme. Agricultural land used temporarily is to be restored to a condition suitable for return to its existing land function.	No
58	Engineering design	Objects to proposals for a parallel road on the eastern side of the A358 to connect Stewley with the Ashill junction and provide access to the A358. Considers that there is no need for this proposal.	The parallel road on the eastern side of the A358 to connect Stewley with the Ashill junction is proposed to provide connectivity to Stewley. Excluding this link would result in traffic from Stewley having to travel a significantly greater distance along local roads, which would increase journey times.	No
59	Engineering design	Objects to proposals due to the unnecessary scale within a rural context.	The parallel road on the eastern side of the A358 to connect Stewley with the Ashill junction is proposed to provide connectivity to Stewley. Excluding this link would result in traffic from Stewley having to travel a significantly greater distance along local roads, which would increase journey times.	Yes
60	Engineering design	Disagrees with the proposals to create parallel roads	The parallel road on the eastern side of the A358 to connect Stewley with the Ashill junction is proposed to provide connectivity to Stewley. Excluding this link would result in traffic from Stewley having to travel a significantly greater distance along local roads, which would increase journey times.	Yes
61	Engineering design	Disagrees with the proposals for a parallel road on the eastern side of the A358 to connect Stewley with the Ashill junction and provide access to the A358 as considers the proposals for unnecessary	The parallel road on the eastern side of the A358 to connect Stewley with the Ashill junction is proposed to provide connectivity to Stewley. Excluding this link would result in traffic from Stewley having to travel a significantly greater distance along local roads, which would increase journey times.	Yes
62	Engineering design	Disagrees with the proposals for a parallel road on the eastern side of the A358 as considers the parallel road is not sensible heavy works and will require a lot of maintenance	The parallel road on the eastern side of the A358 to connect Stewley with the Ashill junction is proposed to provide connectivity to Stewley. Excluding this link would result in traffic from Stewley having to travel a significantly greater distance along local roads, which would increase journey times.	Yes
63	Engineering design	Objection to the proposals for a parallel road to connect Stewley with the Ashill junction. Considers this an unnecessary and unjustified expense that would create an unwanted road for Stewley residents.	The parallel road on the eastern side of the A358 to connect Stewley with the Ashill junction is proposed to provide connectivity to Stewley. Excluding this link would result in traffic from Stewley having to travel a significantly greater distance along local roads, which would increase journey times.	Yes
64	Engineering design	Disagrees with the proposals for a parallel road on the eastern side of the A358 to connect Stewley with the Ashill junction and provide access to the A358 as considers these proposals will not be needed if a standard dual carriageway is built	The parallel road on the eastern side of the A358 to connect Stewley with the Ashill junction is proposed to provide connectivity to Stewley. Excluding this link would result in traffic from Stewley having to travel a significantly greater distance along local roads, which would increase journey times.	No
65	Engineering design	Objects to proposals for a parallel road on the eastern side of the A358 to connect Stewley with the Ashill junction and provide access to the A358 and queries the need for improvements for the Ashill junction as it functions well currently.	The parallel road on the eastern side of the A358 to connect Stewley with the Ashill junction is proposed to provide connectivity to Stewley. Excluding this link would result in traffic from Stewley having to travel a significantly greater distance along local roads, which would increase journey times.	No
66	Engineering design	Considers there is no justification or requirement for providing a parallel road on the eastern side of the A358 to serve Stewley as considers there is no fiscal benefit and that it restricts direct access from surrounding villages onto the road.	The parallel road on the eastern side of the A358 to connect Stewley with the Ashill junction is proposed to provide connectivity to Stewley. Excluding this link would result in traffic from Stewley having to travel a significantly greater distance along local roads, which would increase journey times.	No
67	Engineering design	Disagrees with the proposals for a parallel road on the eastern side of the A358 to connect Stewley with the Ashill junction and provide access to the A358 as considers dualling is not needed in this area.	The parallel road on the eastern side of the A358 to connect Stewley with the Ashill junction is proposed to provide connectivity to Stewley. Excluding this link would result in traffic from Stewley having to travel a significantly greater distance along local roads, which would increase journey times.	No
68	Engineering design	Disagrees with the proposals for a parallel road on the eastern side of the A358 as considers the existing A358 is adequate	The parallel road on the eastern side of the A358 to connect Stewley with the Ashill junction is proposed to provide connectivity to Stewley. Excluding this link would result in traffic from Stewley having to travel a significantly greater distance along local roads, which would increase journey times.	No
69	Engineering design	Considers the proposals unnecessary if the existing road is left as it is. Suggests leaving the road in its current form is the most sensible option.	The parallel road on the eastern side of the A358 to connect Stewley with the Ashill junction is proposed to provide connectivity to Stewley. Excluding this link would result in traffic from Stewley having to travel a significantly greater distance along local roads, which would increase journey times.	No
70	Engineering design	States that parallel road is inneficient compared to a better designed junction	The parallel road on the eastern side of the A358 to connect Stewley with the Ashill junction is proposed to provide connectivity to Stewley. Excluding this link would result in traffic from Stewley having to travel a significantly greater distance along local roads, which would increase journey times.	No

Appendix Table 5.1N Summary of matters raised in relation to Q4b of the feedback questionnaire in relation to proposals for a parallel road on the eastern side of the A358 to connect Stewley with the Ashill junction and provide access to the A358 and the National Highways response

Row Number	Topic	Matters raised in response to consultation – matters copied verbatim	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Y/N or N/A)
			Mattock's Tree Green junction and Ashill junction have been designed in accordance with the appropriate standards (DMRB CD 122) taking into account the traffic levels and need for the slip roads to provide a safe means with which to exit or enter the A358 dual carriageway at high speed.	
71	Engineering design	Objects to proposals as considers them unnecessary. Notes proposals are not cost effective and will not benefit many people.	The proposed scheme includes upgrading the existing single carriageway to a high-quality dual carriageway. This would improve safety and deliver more reliable journeys. Local councils and business leaders agree upgrading to a high-quality dual carriageway would help connect the South West better to neighbouring regions, unlocking its potential for growth and supporting plans for more homes and jobs.	No
72	Engineering design	Requests Stewley junction be retained	For the A358 to become a high quality dual carriageway, junctions along its length must provide a safe means with which to exit or enter the A358 dual carriageway at high speed, complying with the Design Manual for Roads and Bridges (DMRB) CD 122. As such, most of the direct local road accesses have been removed and access to the A358 is from new grade separated junctions at Mattock's Tree Green and Ashill.	No
73	Engineering design	Concerned there are not enough junctions for local villages in the proposals.	The Preferred Route Announcement made in June 2019 was made considering taking into account public consultation feedback, and the accompanying Scheme Assessment Report (Document Reference 7.6) set out the reasons for the selection of a preferred route, including appraisal of alternatives. National Highways has progressed the scheme accordingly, and the options assessment process is set out in Chapter 3 Assessment of Alternatives of the Environmental Statement (Document Reference 6.2). Please refer to Chapter 2 of this Consultation Report for further information. The National Highways delivery plan for 2020 – 2025 confirms that we're committed to delivering a high-quality and high-performing dual carriageway route along the A303/A358 corridor, not an expressway or a motorway. This represented a change to the Government's first road investment Strategy (RIS1) intention to create a new Expressway corridor into the region, but the second Road Investment Strategy (RIS2) revised this intention, taking into account an expressway prohibits the use of farm vehicles, and the local area is rural in nature. As part of the scheme National Highways would permit local traffic and agricultural traffic to join the strategic network in a safe way via a limited number of junctions. For the A358 to become a high quality dual carriageway, junctions along its length must provide a safe means with which to exit or enter the A358 dual carriageway at high speed, complying with Design Manual for Roads and Bridges CD 122. As such, all of the direct local road accesses have been removed and access to the A358 is from new grade separated junctions at Mattock's Tree Green and Ashill. The scheme has been designed to the standards set out in GD 300. As such, any new intermediate junctions that are constructed as part of the scheme would need to take the form of a full grade-separated junction similar to the one near Ashill or Mattock's Tree Green.	N/A
74	Engineering design	Notes the amount of land required is considerable and hence the proposals will be very expensive.	The South West's economy is under-performing compared to the UK average. Local councils and business leaders agree that upgrading the rest of the A303/A358 corridor to dual carriageway would help connect the South West better to neighbouring regions, unlocking its potential for growth and supporting plans for more homes and jobs. National Highways assess the costs and benefits of the scheme using a number of different assessments to understand impacts including journey time savings to road users, road safety, wider economic impacts, and a range of environmental aspects. The scheme is reviewed by both National Highways and the Department for Transport to examine whether the benefits outweigh the costs, and whether the business case for the scheme is sufficient strong to support delivery. This is reviewed at every stage of work to determine whether the scheme delivery should be continued; the scheme has already gone through a strategic outline business case, and the preliminary design stage sets out the outline business case (a more detailed version). A full business case will be prepared during construction preparation if the Development Consent Order is granted. The proposed scheme is part of the Government's second Road Investment Strategy (RIS2), which identifies parts of the strategic road network that need upgrading to improve safety, connectivity, and reliability for its users. Details of the economic appraisal of the scheme, which forms the basis for the value for money assessment, are provided in the Combined Modelling and Appraisal Report (Document Reference 7.4). Journey time savings are forecast to be in the order of 5 to 7 minutes during most times of day. This equates to a saving of more than 30% during most times of day.	No

Appendix Table 5.1N Summary of matters raised in relation to Q4b of the feedback questionnaire in relation to proposals for a parallel road on the eastern side of the A358 to connect Stewley with the Ashill junction and provide access to the A358 and the National Highways response

Row Number	Topic	Matters raised in response to consultation – matters copied verbatim	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Y/N or N/A)
75	Environment	Objects to proposals as concerned they will significantly impact the environment. Suggests a bridge from Stewley to join Ashill would be more suitable.	National Highways note the concern over the level of environmental impact potentially arising at Ashill as a result of the scheme. The need for the scheme is established and set out in the Case for the Scheme (Document Reference 7.1). The proposals seek to address traffic congestion and safety issues that currently impact on local people and businesses (including reducing impacts on air quality), whilst seeking to improve connectivity for local residents and other road users. As part of the design development, we have adopted a mitigation hierarchy, aiming first to avoid impacts, and then to mitigate those we are unable to avoid. The mitigation measures we have adopted are described in the Environmental Statement (Document Reference 6.2).	Yes
76	Environment	Concerned the proposals include more tarmac and unnecessary environmental impacts. Suggests a junction is provided instead so the route can follow the existing A358.	The proposed parallel roads aim to connect local villages to the two all-movement junctions (Mattock's Tree Green and Ashill Junction) which means all movements would be possible regardless of the approach road used. This would provide excellent connectivity for both local and regional traffic, which is a key scheme objective. National Highways note the concern over the level of environmental impact potentially arising at Ashill as a result of the scheme. The need for the scheme is established and set out in the Case for the Scheme (Document Reference 7.1). The proposals seek to address traffic congestion and safety issues that currently impact on local people and businesses (including reducing impacts on air quality), whilst seeking to improve connectivity for local residents and other road users. As part of the design development, we have adopted a mitigation hierarchy, aiming first to avoid impacts, and then to mitigate those we are unable to avoid. The mitigation measures we have adopted are described in the Environmental Statement (Document Reference 6.2).	Yes
77	Environment	Disagrees with the proposals for a parallel road on the eastern side of the A358 to connect Stewley with the Ashill junction and provide access to the A358 as considers there will be an environmental impact for little benefit	The proposed parallel roads aim to connect local villages to the two all-movement junctions (Mattock's Tree Green and Ashill Junction) which means all movements would be possible regardless of the approach road used. This would provide excellent connectivity for both local and regional traffic, which is a key scheme objective. National Highways note the concern over the level of environmental impact potentially arising at Ashill as a result of the scheme. The need for the scheme is established and set out in the Case for the Scheme (Document Reference 7.1). The proposals seek to address traffic congestion and safety issues that currently impact on local people and businesses (including reducing impacts on air quality), whilst seeking to improve connectivity for local residents and other road users. As part of the design development, we have adopted a mitigation hierarchy, aiming first to avoid impacts, and then to mitigate those we are unable to avoid. The mitigation measures we have adopted are described in the Environmental Statement (Document Reference 6.2).	Yes
78	Environment	Disagrees with the proposals for a parallel road on the eastern side of the A358 as considers it is detrimental to the environment	The proposed parallel roads aim to connect local villages to the two all-movement junctions (Mattock's Tree Green and Ashill Junction) which means all movements would be possible regardless of the approach road used. This would provide excellent connectivity for both local and regional traffic, which is a key scheme objective. National Highways note the concern over the level of environmental impact potentially arising at Ashill as a result of the scheme. The need for the scheme is established and set out in the Case for the Scheme (Document Reference 7.1). The proposals seek to address traffic congestion and safety issues that currently impact on local people and businesses (including reducing impacts on air quality), whilst seeking to improve connectivity for local residents and other road users. As part of the design development, we have adopted a mitigation hierarchy, aiming first to avoid impacts, and then to mitigate those we are unable to avoid. The mitigation measures we have adopted are described in the Environmental Statement (Document Reference 6.2).	No
79	Environment	Objection to the proposals as consider that these have too large a road footprint that negatively impacts the environment.	National Highways note the concern over the level of environmental impact potentially arising at Ashill as a result of the scheme. The need for the scheme is established and set out in the Case for the Scheme (Document Reference 7.1). The proposals seek to address traffic congestion and safety issues that currently impact on local people and businesses (including reducing impacts on air quality), whilst seeking to improve connectivity for local residents and other road users.	No

Appendix Table 5.1N Summary of matters raised in relation to Q4b of the feedback questionnaire in relation to proposals for a parallel road on the eastern side of the A358 to connect Stewley with the Ashill junction and provide access to the A358 and the National Highways response

Row Number	Topic	Matters raised in response to consultation – matters copied verbatim	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Y/N or N/A)
			As part of the design development, we have adopted a mitigation hierarchy, aiming first to avoid impacts, and then to mitigate those we are unable to avoid. The mitigation measures we have adopted are described in the Environmental Statement (Document Reference 6.2).	
80	Environment	Objects to the proposals due to the environmental damage they would cause.	National Highways note the concern over the level of environmental impact potentially arising at Ashill as a result of the scheme. The need for the scheme is established and set out in the Case for the Scheme (Document Reference 7.1). The proposals seek to address traffic congestion and safety issues that currently impact on local people and businesses (including reducing impacts on air quality), whilst seeking to improve connectivity for local residents and other road users. As part of the design development, we have adopted a mitigation hierarchy, aiming first to avoid impacts, and then to mitigate those we are unable to avoid. The mitigation measures we have adopted are described in the Environmental Statement (Document Reference 6.2).	No
81	Environment	Objects to scheme due to environmental impact	National Highways note the concern over the level of environmental impact potentially arising at Ashill as a result of the scheme. The need for the scheme is established and set out in the Case for the Scheme (Document Reference 7.1). The proposals seek to address traffic congestion and safety issues that currently impact on local people and businesses (including reducing impacts on air quality), whilst seeking to improve connectivity for local residents and other road users. As part of the design development, we have adopted a mitigation hierarchy, aiming first to avoid impacts, and then to mitigate those we are unable to avoid. The mitigation measures we have adopted are described in the Environmental Statement (Document Reference 6.2).	No
82	Environment	Disagrees with the proposals for a parallel road on the eastern side of the A358 to connect Stewley with the Ashill junction and provide access to the A358 as considers it will be damaging to the environment, wildlife, and cause pollution	The proposed parallel roads aim to connect local villages to the two all-movement junctions (Mattock's Tree Green and Ashill Junction) which means all movements would be possible regardless of the approach road used. This would provide excellent connectivity for both local and regional traffic, which is a key scheme objective. National Highways note the concern over the level of environmental impact potentially arising at Ashill as a result of the scheme. The need for the scheme is established and set out in the Case for the Scheme (Document Reference 7.1). The proposals seek to address traffic congestion and safety issues that currently impact on local people and businesses (including reducing impacts on air quality), whilst seeking to improve connectivity for local residents and other road users. As part of the design development, we have adopted a mitigation hierarchy, aiming first to avoid impacts, and then to mitigate those we are unable to avoid. The mitigation measures we have adopted are described in the Environmental Statement (Document Reference 6.2).	No
83	Land ownership	Objection to proposals for a parallel road on the eastern side of the A358 to connect Stewley with the Ashill junction and provide access to the A358, as it is considered that this would comprise a 'land grab'.	The proposed A358 design includes a link between Ashill junction and Stewley, referred to as the Stewley link. This link is proposed to reduce the severance of Stewley and to ensure Stewley's residents have access to the A358. The proposed scheme only uses land essential for a development of this nature, including the environmental mitigation measures. Opportunities to minimise the footprint have been explored throughout the design process. The proposals seek to reduce the impact on agricultural land through minimising the amount of agricultural land permanently required by the scheme. Agricultural land used temporarily is to be restored to a condition suitable for return to its existing land function. The assessment of effects on agricultural land is presented within Environmental Statement Chapter 9 Geology and soils (Document Reference 6.2). The assessment of effects on agricultural land holdings is presented within Environmental Statement Chapter 12 Population and human health (Document Reference 6.2).	N/A
84	Landscape and visual impacts	Suggests the proposals would increase urbanisation and leave the village vulnerable to development by large developers.	It is not considered that the proposals would result in urbanisation of the villages, however Environmental Statement Chapter 7 Landscape and visual effects (Document Reference 6.2) assesses and reports the landscape and visual impacts of the proposed scheme (including any urbanising features) on local landscape and visual receptors. Where it is possible to do so for a scheme of this nature, mitigation measures have been implemented to avoid or minimise impacts and retain local character and visual amenity. The Environmental Statement Chapter 7 assesses and reports the landscape and visual impacts of the proposed development (including any urbanising features) on local landscape and visual receptors. Where it is possible to do so for a development of this nature, mitigation measures have been	N/A

Row Number	Topic	Matters raised in response to consultation – matters copied verbatim	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Y/N or N/A)
			implemented to avoid or minimise impacts and retain local character and visual amenity. Environmental Statement Chapter 15 Assessment of Cumulative Effects (Document Reference 6.2) includes an assessment of the effects of the scheme cumulatively. Any other developments that have already been delivered and are currently operational are considered as part of the environmental baseline within the environmental topic chapters of the Environmental Statement (Document Reference 6.2). Development of settlements and housing is determined by the local planning authority; current planning policy in Somerset supports the delivery of the A358 Taunton to Southfields to unlock strategic growth in the county. This is also set out in the Case for the Scheme (Document Reference 7.1).	
85	Landscape and visual impacts	Objects to proposals for a parallel road on the eastern side of the A358 as considers the additional road to all more concrete into the rural landscape.	National Highways recognises the significance and sensitivity of the landscape. Environmental Statement Chapter 7 Landscape and visual effects (Document Reference 6.2) assesses the impact of the scheme on local landscape and visual receptors. Where it is possible to do so for a development of this nature, mitigation measures have been implemented to avoid or minimise impacts and retain local character and visual amenity.	N/A
86	Landscape and visual impacts	Suggests an extended link road to Hatch Beauchamp would minimise the visual impact and cost of the bridge/flyover at the South end of Hatch Beauchamp.	The proposed Village Road bridge would maintain local connectivity across the A358 and improve safety by removing potential interactions between road users on the existing A358 and the adjoining local roads. It would be part of the off line cycle route and would connect Hatch Beauchamp to Ashill road and Ashill junction. The proposed Village Road overbridge was relocated approximately 250m north compared to the position shown at preferred route announcement and this was shown in the 2021 statutory consultation. This was changed following feedback at community forums and the associated village road diversion has taken the flood risk posed by Fivehead River into account in terms of the mitigation required to ensure flood risk does not increase. This includes the provision of flood compensation Visual impacts of the scheme have been assessed for Hatch Beauchamp area within the Environmental Statement Chapter 7. Where possible mitigation has been proposed in the form of bunding, screening and planting to minimise impacts and retain local character and amenity, without causing secondary impacts.	No
87	Noise and vibration	Concerned the road is moving closer to properties and this will have impacts such as noise pollution.	The effects of the scheme in relation to noise (during both construction and operation) have been assessed. This is reported in Environmental Statement Chapter 11 Noise and vibration (Document Reference 6.2), which also sets out the measures that National Highways proposes to mitigate adverse noise effects. For example, where residents would be impacted by noise as a result of the scheme, the design includes the use of low noise surfacing, cuttings, acoustic bunds and other physical features to reduce noise impacts during operation and best practicable means including some localised noise screening and low vibration plant during construction. National Highways has also produced an Environmental Management Plan (Document Reference 6.4, Appendix 2.1), which explains how the impact of construction activities will be managed. The location of acoustic bunds and barriers are shown on Environmental Statement Figure 7.8 Environmental Masterplan (Document Reference 6.3).	N/A
88	Noise and vibration	Concerned the proposals will be detrimental to noise.	The effects of the scheme in relation to noise (during both construction and operation) have been assessed. This is reported in Environmental Statement Chapter 11 Noise and vibration (Document Reference 6.2), which also sets out the measures that National Highways proposes to mitigate adverse noise effects. For example, where residents would be impacted by noise as a result of the scheme, the design includes the use of low noise surfacing, cuttings, acoustic bunds and other physical features to reduce noise impacts during operation and best practicable means including some localised noise screening and low vibration plant during construction. National Highways has also produced an Environmental Management Plan (Document Reference 6.4, Appendix 2.1), which explains how the impact of construction activities will be managed. The location of acoustic bunds and barriers are shown on Environmental Statement Figure 7.8 Environmental Masterplan (Document Reference 6.3).	N/A
89	Population and human health: community impacts	Disagrees with the proposals for a parallel road on the eastern side of the A358 to connect Stewley with the Ashill junction and provide access to the A358 as considers it will disrupt local villages and communities	National Highways acknowledges the range of views expressed including concern around impact on local people. The proposals aim to address the traffic issues and long delays currently experienced along the route and to improve traffic flow, safety and connectivity for local residents and other road users. The beneficial and adverse effects of the scheme on the local community are reported in Environmental Statement Chapter 12 Population and health (Document Reference 6.2).	No
90	Population and human health: community impacts	Objects to the proposals for a parallel road on the eastern side of the A358 as considers this will hinder the people of Stewley and Ashill by taking up land and impacting nearby properties.	National Highways acknowledges the range of views expressed including concern around impact on local people. The proposals aim to address the traffic issues and long delays currently experienced along the route and to improve traffic flow, safety and connectivity for local residents and other road users. The	N/A

Row Number	Topic	Matters raised in response to consultation – matters copied verbatim	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Y/N or N/A)
			beneficial and adverse effects of the scheme on the local community are reported in Environmental Statement Chapter 12 Population and health (Document Reference 6.2).	
91	Population and human health: community impacts	Supports the proposals for a parallel road on the eastern side of the A358 as considers it will be better for local residents	National Highways acknowledges the range of views expressed, including those received in support of the scheme. The beneficial and adverse effects of the scheme on the local community are reported in Chapter 12 Population and human health of the Environmental Statement (Document Reference 6.2) submitted with the Development Consent Order application.	No
92	Population and human health: community impacts	Consider the Stewley Link would bring benefits to WCH users it will exacerbate severance of the Ashill parish and create difficulties for farmers working land both sides of the A358. Consider that the land required for the link is considerable, making at least one farmer's enterprise uncommercial.	The proposed A358 design includes a link between Ashill junction and Stewley, referred to as the Stewley link road. This link is proposed to reduce the severance of Stewley and to ensure Stewley's residents have access to the A358. The Stewley link road will not be used by through traffic, because traffic heading south from places like Hatch Beauchamp will use an alternative route using the Village Road overbridge and part of the existing A358 retained for local access. National Highways has sought to limit the severance of agricultural holdings which farm land on both sides of the scheme through the provision of a number of local highway overbridges and underbridges. Where it has been considered agricultural circumstances require additional mitigation, agricultural access tracks which link severed parcels of agricultural land to the local highway network have been provided. The proposed scheme only uses land essential for a development of this nature, including the environmental mitigation measures. Opportunities to minimise the footprint have been explored throughout the design process. The proposals seek to reduce the impact on agricultural land through minimising the amount of agricultural land permanently required by the scheme. Agricultural land used temporarily is to be restored to a condition suitable for return to its existing land function. The assessment of effects on agricultural land is presented within Environmental Statement Chapter 9 Geology and soils (Document Reference 6.2). The assessment of effects on agricultural land holdings is presented within Environmental Statement Chapter 12 Population and human health (Document Reference 6.2).	No
93	Principle of development	Considers the objectives of the business case can still be achieved with a simplified scheme	The Preferred Route Announcement made in June 2019 was made considering public consultation feedback, and the accompanying Scheme Assessment Report (Document Reference 7.6) set out the reasons for the selection of a preferred route, including appraisal of alternatives. National Highways has progressed the scheme accordingly, and the options assessment process is set out in Environmental Statement Chapter 3 Assessment of alternatives (Document Reference 6.2). Please refer to Chapter 2 of this Consultation Report (Document Reference 5.1) for further information.	No
94	Principle of development	Considers the scheme to be too large and inappropriate for a country area	It is not considered that the proposals would result in urbanisation of the villages, however Environmental Statement Chapter 7 Landscape and visual effects (Document Reference 6.2) assesses and reports the landscape and visual impacts of the proposed scheme (including any urbanising features) on local landscape and visual receptors. Where it is possible to do so for a scheme of this nature, mitigation measures have been implemented to avoid or minimise impacts and retain local character and visual amenity.	N/A
95	Principle of development	Considers the proposals excessive to solve the problem with the A358. Highlights that the main congestion problem is the approach to J25 from Henlade and suggests this should be solved with a wider selection of road with more lane options in the last 300m of the approach.	The Preferred Route Announcement made in June 2019 was made considering public consultation feedback, and the accompanying Scheme Assessment Report (Document Reference 7.6) set out the reasons for the selection of a preferred route, including appraisal of alternatives. National Highways has progressed the scheme accordingly, and the options assessment process is set out in Environmental Statement Chapter 3 Assessment of alternatives (Document Reference 6.2). Please refer to Chapter 2 of this Consultation Report (Document Reference 5.1) for further information. The route is required to provide a continuous high quality dual carriageway across the strategic corridor, with safe overtaking opportunities. This would improve journey time reliability, allowing for higher speeds and faster connections, and improve safety by reducing accidents, for example by reducing the number of local lanes joining the A358. Somerset County Council completed an improvement scheme at M5 junction 25 in January 2021. This has increased the capacity at the roundabout and its approach arms significantly as the roundabout has been widened from three to four lanes. As part of the A358 Taunton to Southfields Dualling scheme, further enhancements are proposed at M5 junction 25, which would mean it would continue to operate within its capacity. The results of associated traffic modelling for M5 junction 25 are reported in the Combined Modelling and Appraisal Report (Document Reference 7.4).	No

Row Number	Topic	Matters raised in response to consultation – matters copied verbatim	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Y/N or N/A)
96	Principle of development	Objects to the principle of proposals as notes the need for fewer cars not more roads.	National Highways acknowledges the range of views expressed relating to the need for the scheme and those responses received which object to the scheme going ahead in principle. The need for the scheme is established and set out in the Case for the Scheme (Document Reference 7.1). The proposals seek to address traffic congestion and safety issues that currently impact on local people and businesses, whilst seeking to improve connectivity for local residents and other road users. The proposed scheme is part of the Government's second Road Investment Strategy (RIS2), which identifies parts of the strategic road network that need upgrading to improve safety, connectivity, and reliability for its users. The South West's economy is under-performing compared to the UK average. Local councils and business leaders agree that upgrading the rest of the A303/A358 corridor to dual carriageway would help connect the South West better to neighbouring regions, unlocking its potential for growth and supporting plans for more homes and jobs. Details of the economic appraisal of the scheme, which forms the basis for the value for money assessment, are provided in the Combined Modelling and Appraisal Report (Document Reference 7.4).	N/A
97	Principle of development	Objects to the principle of building more roads and notes we should reduce rather than induce demand.	National Highways acknowledges the range of views expressed relating to the need for the scheme and those responses received which object to the scheme going ahead in principle. The need for the scheme is established and set out in the Case for the Scheme (Document Reference 7.1). The proposals seek to address traffic congestion and safety issues that currently impact on local people and businesses, whilst seeking to improve connectivity for local residents and other road users. The proposed scheme is part of the Government's second Road Investment Strategy (RIS2), which identifies parts of the strategic road network that need upgrading to improve safety, connectivity, and reliability for its users. The South West's economy is under-performing compared to the UK average. Local councils and business leaders agree that upgrading the rest of the A303/A358 corridor to dual carriageway would help connect the South West better to neighbouring regions, unlocking its potential for growth and supporting plans for more homes and jobs. Details of the economic appraisal of the scheme, which forms the basis for the value for money assessment, are provided in the Combined Modelling and Appraisal Report (Document Reference 7.4).	N/A
98	Principle of development	Objects the proposal for an eastern parallel road as it is unnecessary	The proposed parallel roads aim to connect local villages to the two all-movement junctions (Mattock's Tree Green and Ashill Junction) The proposed scheme includes upgrading the existing single carriageway to a high-quality dual carriageway. This would improve safety and deliver more reliable journeys. Local councils and business leaders agree upgrading to a high-quality dual carriageway would help connect the South West better to neighbouring regions, unlocking its potential for growth and supporting plans for more homes and jobs.	N/A
99	Principle of development	Objects to proposals for a parallel road as considers it not needed.	The proposed parallel roads aim to connect local villages to the two all-movement junctions (Mattock's Tree Green and Ashill Junction) The proposed scheme includes upgrading the existing single carriageway to a high-quality dual carriageway. This would improve safety and deliver more reliable journeys. Local councils and business leaders agree upgrading to a high-quality dual carriageway would help connect the South West better to neighbouring regions, unlocking its potential for growth and supporting plans for more homes and jobs.	N/A
100	Principle of development	Objects to the proposals as considers there no need to develop the stretch of road and therefore it would be a waste of money.	National Highways acknowledges the range of views expressed relating to the need for the scheme and those responses received which object to the scheme going ahead in principle. The need for the scheme is established and set out in the Case for the Scheme (Document Reference 7.1). The proposals seek to address traffic congestion and safety issues that currently impact on local people and businesses, whilst seeking to improve connectivity for local residents and other road users.	N/A

Row Number	Topic	Matters raised in response to consultation – matters copied verbatim	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Y/N or N/A)
			The proposed scheme is part of the Government's second Road Investment Strategy (RIS2), which identifies parts of the strategic road network that need upgrading to improve safety, connectivity, and reliability for its users. The proposed A358 design includes a link between Ashill junction and Stewley, referred to as the Stewley link. This link is proposed to reduce the severance of Stewley and to ensure Stewley's residents have access to the A358. The Stewley link will not be used by through traffic, because traffic heading south from places like Hatch Beauchamp will use an alternative route using the Village Road overbridge and part of the existing A358 retained for local access. The Stewley link alignment does not include any part of Park Barn Lane and Park Barn lane will remain a local access only road. No change in traffic is anticipated along Park Barn Lane as a result of the scheme. National Highways has undertaken traffic modelling of the A358 and surrounding area to understand the changes in traffic flows. The results are reported in the Combined Modelling and Appraisal Report (Document Reference 7.4) and show that there will be slight or negligible changes on most local roads, although with some seeing very significant benefits as a result of reductions in vehicles using alternative routes to the A358 between Taunton and Ilminster.	
101	Principle of development	Objection to the principle of development and concern that proposals are unjustified. Concern that the benefits to be gained are minimal and that the scheme would bring potentially serious negative impacts. Considers the objectives mentioned for the scheme to be general, potentially disingenuous and un-quantified.	National Highways acknowledges the range of views expressed relating to the need for the scheme and those responses received which object to the scheme going ahead in principle. The need for the scheme is established and set out in the Case for the Scheme (Document Reference 7.1). The proposals seek to address traffic congestion and safety issues that currently impact on local people and businesses, whilst seeking to improve connectivity for local residents and other road users. The proposed scheme is part of the Government's second Road Investment Strategy (RIS2), which identifies parts of the strategic road network that need upgrading to improve safety, connectivity, and reliability for its users. The South West's economy is under-performing compared to the UK average. Local councils and business leaders agree that upgrading the rest of the A303/A358 corridor to dual carriageway would help connect the South West better to neighbouring regions, unlocking its potential for growth and supporting plans for more homes and jobs. Details of the economic appraisal of the scheme, which forms the basis for the value for money assessment, are provided in the Combined Modelling and Appraisal Report (Document Reference 7.4). National Highways acknowledges the range of views expressed including concern around impact on local people. The beneficial and adverse effects of the scheme on the local community are reported in Environmental Statement Chapter 12 Population and human health (Document Reference 6.2).	N/A
102	Principle of development	Unclear on rationale for an additional road.	National Highways acknowledges the range of views expressed relating to the need for the scheme and those responses received which object to the scheme going ahead in principle. The Case for the Scheme (Document Reference 7.1) explains the need for the proposed development and the reasons why the scheme put forward as part of this Development Consent Order application is the preferred solution. The scheme is part of the Government's Road Investment Strategy 2 (RIS2), which identifies parts of the strategic road network that need upgrading to improve safety, connectivity, and reliability for its users. The South West's economy is under-performing compared to the UK average and local councils and business leaders agree that the scheme would help connect the South West better to neighbouring regions, unlocking its potential for growth and supporting plans for more homes and jobs.	N/A
103	Principle of development	Notes the proposals would not be necessary if the existing road is left as it is. Considers no development the most sensible option.	National Highways acknowledges the range of views expressed relating to the need for the scheme and those responses received which object to the scheme going ahead in principle. The Case for the Scheme (Document Reference 7.1) explains the need for the proposed development and the reasons why the scheme put forward as part of this Development Consent Order application is the preferred solution. The scheme is part of the Government's Road Investment Strategy 2 (RIS2), which identifies parts of the strategic road network that need upgrading to improve safety, connectivity, and reliability for its users. The	N/A

Appendix Table 5.1N Summary of matters raised in relation to Q4b of the feedback questionnaire in relation to proposals for a parallel road on the eastern side of the A358 to connect Stewley with the Ashill junction and provide access to the A358 and the National Highways response

Row Number	Topic	Matters raised in response to consultation – matters copied verbatim	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Y/N or N/A)
			South West's economy is under-performing compared to the UK average and local councils and business leaders agree that the scheme would help connect the South West better to neighbouring regions, unlocking its potential for growth and supporting plans for more homes and jobs.	
104	Principle of development	Objects to proposals as considers the road should be left as it is.	National Highways acknowledges the range of views expressed relating to the need for the scheme and those responses received which object to the scheme going ahead in principle. The Case for the Scheme (Document Reference 7.1) explains the need for the proposed development and the reasons why the scheme put forward as part of this Development Consent Order application is the preferred solution. The scheme is part of the Government's Road Investment Strategy 2 (RIS2), which identifies parts of the strategic road network that need upgrading to improve safety, connectivity, and reliability for its users. The South West's economy is under-performing compared to the UK average and local councils and business leaders agree that the scheme would help connect the South West better to neighbouring regions, unlocking its potential for growth and supporting plans for more homes and jobs.	N/A
105	Principle of development	Objects to the principle of development. Suggests the road should be decommissioned and is saddened that National Highways nor the government has the interests of people at heart. Concerned that public opinions for objection will not be accounted for despite the public being well informed.	National Highways acknowledges the range of views expressed relating to the need for the scheme and those responses received which object to the scheme going ahead in principle. The need for the scheme is established and set out in the Case for the Scheme (Document Reference 7.1). The proposals seek to address traffic congestion and safety issues that currently impact on local people and businesses, whilst seeking to improve connectivity for local residents and other road users. The proposed scheme is part of the Government's second Road Investment Strategy (RIS2), which identifies parts of the strategic road network that need upgrading to improve safety, connectivity, and reliability for its users. The South West's economy is under-performing compared to the UK average. Local councils and business leaders agree that upgrading the rest of the A303/A358 corridor to dual carriageway would help connect the South West better to neighbouring regions, unlocking its potential for growth and supporting plans for more homes and jobs. Details of the economic appraisal of the scheme, which forms the basis for the value for money assessment, are provided in the Combined Modelling and Appraisal Report (Document Reference 7.4). As set out in the main body of the Consultation Report (Document Reference 5.1), National Highways recognises the importance of engaging with local residents and businesses throughout the DCO process and has carefully considered all consultation and engagement feedback from individuals and organisations, making some design changes as a result. It is intended that engagement with stakeholders will continue throughout examination, detailed design and construction. Information on how consultation responses are dealt with is available in the Consultation Report Chapters 5, 8 and 9 (Document Reference 5.1).	N/A
106	Principle of development	Objection to proposal based that it would be underused	National Highways acknowledges the range of views expressed relating to the need for the scheme and those responses received which object to the scheme going ahead in principle. The need for the scheme is established and set out in the Case for the Scheme (Document Reference 7.1). The proposals seek to address traffic congestion and safety issues that currently impact on local people and businesses, whilst seeking to improve connectivity for local residents and other road users. The proposed scheme is part of the Government's second Road Investment Strategy (RIS2), which identifies parts of the strategic road network that need upgrading to improve safety, connectivity, and reliability for its users. By improving congestion and reliability, the scheme aims to reduce the likelihood of drivers choosing alternative routes through neighbouring communities and make it easier for drivers, walkers, cyclists and other local road users to get around. National Highways has undertaken traffic modelling of the A358 and surrounding area to understand the changes in traffic flows. The results are reported in the Combined Modelling and Appraisal Report (Document Reference 7.4) and shows that there will be slight or negligible changes on most local roads,	N/A

Appendix Table 5.1N Summary of matters raised in relation to Q4b of the feedback questionnaire in relation to proposals for a parallel road on the eastern side of the A358 to connect Stewley with the Ashill junction and provide access to the A358 and the National Highways response

Row Number	Topic	Matters raised in response to consultation – matters copied verbatim	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Y/N or N/A)
			although with some seeing very significant benefits as a result of reductions in vehicles using alternative routes to the A358 between Taunton and Ilminster.	
107	Principle of development	Notes that the parallel road on the eastern side of the A358 is a logical solution	National Highways acknowledges the range of views expressed, including those received in support of the scheme.	N/A
108	Principle of development	Supports the scheme, considers the road improvement is needed.	National Highways acknowledges the range of views expressed, including those received in support of the scheme.	N/A
109	Principle of development	Objects to proposals as considers proposals destructive to habitats and animals and at a cost both financially and to local residents.	National Highways has undertaken an extensive suite of ecological surveys to inform the Environmental Impact Assessment (EIA) and identified mitigation measures required to protect wildlife during construction. National Highways has produced an Environmental Statement (Document Reference 6.2) and Environmental Management Plan (EMP) (Document Reference 6.4, Appendix 2.1) as part of the Development Consent Order application, which explains how the impact of construction activities on the environment, including wildlife, would be managed. This includes species and habitat specific mitigation strategies which detail measures to be taken during both the construction and operational phases of the scheme to protect wildlife. Habitat protection measures are detailed within the EMP, such measures include the establishment of no-construction buffer zones around sensitive habitats such as ancient woodlands and veteran trees, installation of tree protection fencing and pollution prevention measures. The translocation of trees, hedgerow and orchids is proposed in key locations within the scheme. These locations and detailed strategies for the successful implementation of the translocations are included within the EMP.	N/A
110	Principle of development	Objects to the proposed scheme with the exception of Henlade bypass and improvements to the Southfields roundabout.	The Preferred Route Announcement made in June 2019 was made considering public consultation feedback, and the accompanying Scheme Assessment Report (Document Reference 7.6) set out the reasons for the selection of a preferred route, including appraisal of alternatives. National Highways has progressed the scheme accordingly, and the options assessment process is set out in Environmental Statement Chapter 3 Assessment of alternatives (Document Reference 6.2). Please refer to Chapter 2 of this Consultation Report (Document Reference 5.1) for further information. National Highways acknowledges the comment. The section between Thornfalcon and Southfields is required to provide a continuous high quality dual carriageway across the strategic corridor, with safe overtaking opportunities. This would improve journey time reliability, allowing for higher speeds and faster connections, and improve safety by reducing accidents, for example by reducing the number of local lanes joining the A358. Part of the scheme includes upgrades to the Southfields roundabout so that we can safely adapt it to the new dual carriageway. Although a full upgrade of the roundabout is not included in these plans, National Highways are working on a future scheme for the A303 South Petherton to Southfields, carrying out a study on this section of the A303 to improve the flow of traffic. The A303 South Petherton to Southfields scheme was being considered as part of a pipeline of schemes that may be delivered through the third Road Investment Strategy (RIS3) period (2025-2030). In March 2023, Government announced the pipeline of schemes earmarked for RIS3 (covering 2025 to 2030) will continue to be developed but considered for delivery as part of RIS4 (beyond 2030). All the schemes in the pipeline programme remain uncommitted, with no guarantee they will be taken forward into construction.	N/A
111	Principle of development	Suggests the scheme is excessive for problems that are only experienced during peak times and on a relatively short section of road. Considers the scheme to be a poor use of resources. Concerned by the amount of roads and roundabouts planned and the subsequent impact on the environment, landscape, wildlife and rural communities.	National Highways acknowledge concern over the level of environmental impact potentially arising from the scheme. The need for the scheme is established and set out in the Case for the Scheme (Document Reference 7.1). The proposals seek to address traffic congestion and safety issues that currently impact on local people and businesses (including reducing impacts on air quality), whilst seeking to improve connectivity for local residents and other road users. By improving congestion and reliability, the scheme aims to reduce the likelihood of drivers choosing alternative routes through neighbouring communities and make it easier for drivers, walkers, cyclists and other local road users to get around. National Highways has undertaken traffic modelling of the A358 and surrounding area to understand the changes in traffic flows. The results are reported in the Combined Modelling and Appraisal Report (Document Reference 7.4) and shows that there will be slight or negligible changes on most local roads,	N/A

Row Number	Topic	Matters raised in response to consultation – matters copied verbatim	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Y/N or N/A)
			although with some seeing very significant benefits as a result of reductions in vehicles using alternative routes to the A358 between Taunton and Ilminster. As part of the design development, we have adopted a mitigation hierarchy, aiming first to avoid impacts, and then to mitigate those we are unable to avoid. The mitigation measures we have adopted are described in Chapter 2 The project of the Environmental Statement (Document Reference 6.2).	
112	Safety and road accidents	Suggests traffic calming measures should be incorporated into proposals.	By improving congestion and reliability, the scheme aims to reduce the likelihood of drivers choosing alternative routes through neighbouring communities and make it easier for drivers, walkers, cyclists and other local road users to get around. National Highways has undertaken traffic modelling of the A358 and surrounding area to understand the changes in traffic flows. The results are reported in the Combined Modelling and Appraisal Report (Document Reference 7.4) and shows that there will be slight or negligible changes on most local roads, although with some seeing very significant benefits as a result of reductions in vehicles using alternative routes to the A358 between Taunton and Ilminster. Where the scheme is forecast to lead to increases in traffic on local roads, National Highways has agreed an approach with Somerset Council, the highway authority for these roads, to assess the forecast traffic impacts and determine whether mitigation is required. As part of the scheme, mitigation measures on the local road network are proposed to help ensure that increases in traffic do not have a detrimental impact on aspects such as traffic congestion or road safety on the local road network. Engagement with Somerset Council on the details of the local roads mitigation will continue into the detailed design stage.	Yes
113	Safety and road accidents	Support proposals for a parallel road on the eastern side of the A358 to connect Stewley with the Ashill junction and provide access to the A358 as it is considered that this would provide safe access for local residents.	National Highways acknowledges the range of views expressed, including those received in support of the scheme.	N/A
114	Safety and road accidents	Disagrees with proposals as concerned the additional junctions will add traffic hazards to the faster-moving side roads.	By improving congestion and reliability, the scheme aims to reduce the likelihood of drivers choosing alternative routes through neighbouring communities and make it easier for drivers, walkers, cyclists and other local road users to get around. National Highways has undertaken traffic modelling of the A358 and surrounding area to understand the changes in traffic flows. The results are reported in the Combined Modelling and Appraisal Report (Document Reference 7.4) and shows that there will be slight or negligible changes on most local roads, although with some seeing very significant benefits as a result of reductions in vehicles using alternative routes to the A358 between Taunton and Ilminster. Where the scheme is forecast to lead to increases in traffic on local roads, National Highways has agreed an approach with Somerset Council, the highway authority for these roads, to assess the forecast traffic impacts and determine whether mitigation is required. As part of the scheme, mitigation measures on the local road network are proposed to help ensure that increases in traffic do not have a detrimental impact on aspects such as traffic congestion or road safety on the local road network. Engagement with Somerset Council on the details of the local roads mitigation will continue into the detailed design stage.	N/A
115	Safety and road accidents	Concern that through traffic along these lanes has been observed to travel faster than local traffic. Suggests increasing traffic flow is a safety risk that should be considered. Suggests feed in slip roads similar to elsewhere on the network would be preferred.	By improving congestion and reliability, the scheme aims to reduce the likelihood of drivers choosing alternative routes through neighbouring communities and make it easier for drivers, walkers, cyclists and other local road users to get around. National Highways has undertaken traffic modelling of the A358 and surrounding area to understand the changes in traffic flows. The results are reported in the Combined Modelling and Appraisal Report (Document Reference 7.4) and shows that there will be slight or negligible changes on most local roads, although with some seeing very significant benefits as a result of reductions in vehicles using alternative routes to the A358 between Taunton and Ilminster. Where the scheme is forecast to lead to increases in traffic on local roads, National Highways has agreed an approach with Somerset Council, the highway authority for these roads, to assess the forecast traffic impacts and determine whether mitigation is required. As part of the scheme, mitigation measures on the local road network are proposed to help ensure that increases in traffic do not have a detrimental impact on aspects such as traffic congestion or road safety on the local road network. Engagement with Somerset Council on the details of the local roads mitigation will continue into the detailed design stage.	No

Row Number	Topic	Matters raised in response to consultation – matters copied verbatim	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Y/N or N/A)
116	Safety and road accidents	Requests more safety design features are included to protect vulnerable users.	Stewley link would be a two-lane rural road with grass verges and an annual average daily traffic of less than 500 vehicles. This is lightly trafficked and would be attractive to walkers, cyclists, horse-riders and carriage drivers. Drivers would have good forward visibility of users and space to overtake.	No
117	Safety and road accidents	Disagrees with the proposals for a parallel road on the eastern side of the A358 as considers options should be considered to enhance local access and simplify the number of entry/exit points to the current A358 to improve road safety	For the A358 to become a high quality dual carriageway, junctions along its length must provide a safe means with which to exit or enter the A358 dual carriageway at high speed, complying with the Design Manual for Roads and Bridges (DMRB) CD 122. As such, most of the direct local road accesses have been removed and access to the A358 is from new grade separated junctions at Mattock's Tree Green and Ashill. Where the scheme is forecast to lead to increases in traffic on local roads, National Highways has agreed an approach with Somerset Council, the highway authority for these roads, to assess the forecast traffic impacts and determine whether mitigation is required. As part of the scheme, mitigation measures on the local road network are proposed to help ensure that increases in traffic do not have a detrimental impact on aspects such as traffic congestion or road safety on the local road network. Engagement with Somerset Council on the details of the local roads mitigation will continue into the detailed design stage.	No
118	Traffic, access and modelling	Considers Capland Link the most sensible way for eastern local traffic to join the A358 as otherwise the traffic will cut through using local road networks.	By improving congestion and reliability, the scheme aims to reduce the likelihood of drivers choosing alternative routes through neighbouring communities and make it easier for drivers, walkers, cyclists and other local road users to get around. National Highways has undertaken traffic modelling of the A358 and surrounding area to understand the changes in traffic flows. The results are reported in the Combined Modelling and Appraisal Report (Document Reference 7.4) and shows that there will be slight or negligible changes on most local roads, although with some seeing very significant benefits as a result of reductions in vehicles using alternative routes to the A358 between Taunton and Ilminster. Where the scheme is forecast to lead to increases in traffic on local roads, National Highways has agreed an approach with Somerset Council, the highway authority for these roads, to assess the forecast traffic impacts and determine whether mitigation is required. As part of the scheme, mitigation measures on the local road network are proposed to help ensure that increases in traffic do not have a detrimental impact on aspects such as traffic congestion or road safety on the local road network. Engagement with Somerset Council on the details of the local roads mitigation will continue into the detailed design stage.	Yes
119	Traffic, access and modelling	Concerned that local villages will be diverted through Ashill to reach the A358. Considers this unfair on Ashill residents.	By improving congestion and reliability, the scheme aims to reduce the likelihood of drivers choosing alternative routes through neighbouring communities and make it easier for drivers, walkers, cyclists and other local road users to get around. National Highways has undertaken traffic modelling of the A358 and surrounding area to understand the changes in traffic flows. The results are reported in the Combined Modelling and Appraisal Report (Document Reference 7.4) and shows that there will be slight or negligible changes on most local roads, although with some seeing very significant benefits as a result of reductions in vehicles using alternative routes to the A358 between Taunton and Ilminster. Where the scheme is forecast to lead to increases in traffic on local roads, National Highways has agreed an approach with Somerset Council, the highway authority for these roads, to assess the forecast traffic impacts and determine whether mitigation is required. As part of the scheme, mitigation measures on the local road network are proposed to help ensure that increases in traffic do not have a detrimental impact on aspects such as traffic congestion or road safety on the local road network. Engagement with Somerset Council on the details of the local roads mitigation will continue into the detailed design stage. During the 2021 statutory consultation, it was noted that there was concern about the rise in traffic flow forecast through the village of Ashill. As a result, National Highways proposed some changes along the old A358 though Ashill which would reduce driver speeds and therefore improve safety for all road users. The changes proposed are to narrow the road, build sections of kerbs or footways into the road and improved pedestrian crossing facilities at several locations through the village as well as enhancing road signing and marking. These measures have been agreed in principle with Somerset Council, however further work is required to agree aspects such as the detailed design and construction specification. These measures would reduce driver speeds and therefore improve safety for all users.	N/A

Row Number	Topic	Matters raised in response to consultation – matters copied verbatim	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Y/N or N/A)
120	Traffic, access and modelling	Requests slip roads to be included in the proposals for a parallel road on the eastern side of the A358 to connect Stewley with the Ashill junction	For the A358 to become a high quality dual carriageway, junctions along its length must provide a safe means with which to exit or enter the A358 dual carriageway at high speed, complying with the Design Manual for Roads and Bridges (DMRB) CD 122. As such, most of the direct local road accesses have been removed and access to the A358 is from new grade separated junctions at Mattock's Tree Green and Ashill. Where the scheme is forecast to lead to increases in traffic on local roads, National Highways has agreed an approach with Somerset Council, the highway authority for these roads, to assess the forecast traffic impacts and determine whether mitigation is required. As part of the scheme, mitigation measures on the local road network are proposed to help ensure that increases in traffic do not have a detrimental impact on aspects such as traffic congestion or road safety on the local road network. Engagement with Somerset Council on the details of the local roads mitigation will continue into the detailed design stage.	N/A
121	Traffic, access and modelling	Concern that proposals for a parallel road to connect Stewley with Ashill junction would push more traffic through Ashill.	By improving congestion and reliability, the scheme aims to reduce the likelihood of drivers choosing alternative routes through neighbouring communities and make it easier for drivers, walkers, cyclists and other local road users to get around. National Highways has undertaken traffic modelling of the A358 and surrounding area to understand the changes in traffic flows. The results are reported in the Combined Modelling and Appraisal Report (Document Reference 7.4) and shows that there will be slight or negligible changes on most local roads, although with some seeing very significant benefits as a result of reductions in vehicles using alternative routes to the A358 between Taunton and Ilminster. Where the scheme is forecast to lead to increases in traffic on local roads, National Highways has agreed an approach with Somerset Council, the highway authority for these roads, to assess the forecast traffic impacts and determine whether mitigation is required. As part of the scheme, mitigation measures on the local road network are proposed to help ensure that increases in traffic do not have a detrimental impact on aspects such as traffic congestion or road safety on the local road network. Engagement with Somerset Council on the details of the local roads mitigation will continue into the detailed design stage. During the 2021 statutory consultation, it was noted that there was concern about the rise in traffic flow forecast through the village of Ashill. As a result, National Highways proposed some changes along the old A358 though Ashill which would reduce driver speeds and therefore improve safety for all road users. The changes proposed are to narrow the road, build sections of kerbs or footways into the road and improved pedestrian crossing facilities at several locations through the village as well as enhancing road signing and marking. These measures have been agreed in principle with Somerset Council, however further work is required to agree aspects such as the detailed design and construction specification. These measures would reduce driver speeds and therefore improve safety for all users.	N/A
122	Traffic, access and modelling	Supports the statements given in Item 4b) of the Community of Parishes response.	National Highways acknowledges support for responses provided to the consultation by the Community of Parishes and individual parish councils. Full responses to each of the matters raised can be found in the Consultation Report Appendix 5.2 Table 5.2B, Appendix 6.4 and Appendix 8.2 Table 8.2B (Document Reference 5.2). Suggested alternative proposals have been considered and some elements have been adopted into the scheme design.	N/A
123	Traffic, access and modelling	Support for proposals for a parallel road on the eastern side of the A358. Considers this to be an obvious improvement for local traffic, though it effectively does away with the benefits of the present Ashill Bypass for that village.	National Highways acknowledges the range of views expressed, including those received in support of the scheme.	No
124	Traffic, access and modelling	Notes the parallel road will improve local residents access without using the expressway.	National Highways acknowledges the range of views expressed, including those received in support of the scheme.	No
125	Traffic, access and modelling	Supports proposals as would help with congestion in the area.	National Highways acknowledges the range of views expressed, including those received in support of the scheme.	No
126	Traffic, access and modelling	Considers the road required to allow properties at Stewley and Park Lane to access the A358 at Ashill.	National Highways acknowledges the range of views expressed, including those received in support of the scheme.	N/A
127	Traffic, access and modelling	Agrees with proposals for a parallel road on the eastern side of the A358 as considers that it would improve the flow of traffic.	National Highways acknowledges the range of views expressed, including those received in support of the scheme.	N/A
128	Traffic, access and modelling	Supports proposals for a parallel road on the eastern side of the A358 as it provides the best access for Stewley to the A358.	National Highways acknowledges the range of views expressed, including those received in support of the scheme.	N/A

Appendix Table 5.1N Summary of matters raised in relation to Q4b of the feedback questionnaire in relation to proposals for a parallel road on the eastern side of the A358 to connect Stewley with the Ashill junction and provide access to the A358 and the National Highways response

Row Number	Topic	Matters raised in response to consultation – matters copied verbatim	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Y/N or N/A)
129	Traffic, access and modelling	Support for proposals for a parallel road on the eastern side of the A358 to connect Stewley with the Ashill junction and provide access to the A358, as it is considered that this would provide easier and safer access to Ashill and Illminster on a quieter road for local residents.	National Highways acknowledges the range of views expressed, including those received in support of the scheme.	N/A
130	Traffic, access and modelling	Supports the proposals for a parallel road on the eastern side of the A358 as considers this proposal will ensure an alternative route is available if the new road is closed	National Highways acknowledges the range of views expressed, including those received in support of the scheme.	N/A
131	Traffic, access and modelling	Support for proposals for a parallel road on the eastern side of the A358 to connect Stewley with the Ashill junction as it would maintain local access.	National Highways acknowledges the range of views expressed, including those received in support of the scheme.	N/A
132	Traffic, access and modelling	Agrees with proposals for eastern parallel road as its essential for local access	National Highways acknowledges the range of views expressed, including those received in support of the scheme.	N/A
133	Traffic, access and modelling	Agrees with proposals for a parallel road on the eastern side of the A358 as it separates trunk road traffic from local traffic	National Highways acknowledges the range of views expressed, including those received in support of the scheme.	N/A
134	Traffic, access and modelling	States that they do not like the design of Ashill junction however recognise that Stewley needs proper access to the A358 as the alternative is too long of a distance	National Highways acknowledges the range of views expressed, including those received in support of the scheme.	N/A
135	Traffic, access and modelling	Supports the parallel road as would serve local traffic to Stewley.	National Highways acknowledges the range of views expressed, including those received in support of the scheme.	N/A
136	Traffic, access and modelling	Supports the scheme as it is essential for local access	National Highways acknowledges the range of views expressed, including those received in support of the scheme.	N/A
137	Traffic, access and modelling	Support for the parallel road on the eastern side of the A358 to connect Stewley with the Ashill junction as it provides away to avoid Southfields Roundabout in times of high traffic.	National Highways acknowledges the range of views expressed, including those received in support of the scheme.	N/A
138	Traffic, access and modelling	Support for proposals for a parallel road to connect Stewley with the Ashill junction. Comment that with increasing traffic and destruction of villages with large housing estates and heavier density of traffic; all additional measures to allow safe access to all villages and current planned and future housing estates are necessary.	National Highways acknowledges the range of views expressed, including those received in support of the scheme.	N/A
139	Traffic, access and modelling	Support for proposals for a parallel road on the eastern side of the A358 to connect Stewley with the Ashill junction as it is considered to retain access routes for local traffic and buses.	National Highways acknowledges the range of views expressed, including those received in support of the scheme.	N/A
140	Traffic, access and modelling	Support for proposals for the new Ashill junction and highlights that local traffic needs a connection to the wider highway network. Considers that the proposal seems to strike a balance between having too many accesses to the new road and cutting off local residents.	National Highways acknowledges the range of views expressed, including those received in support of the scheme.	N/A
141	Traffic, access and modelling	Support for the proposal for a parallel road on the eastern side of the A358 as considers the provision on a connecting road would improve access to the A358 from multiple roads.	National Highways acknowledges the range of views expressed, including those received in support of the scheme.	N/A
142	Traffic, access and modelling	Support for proposals for a parallel road on the eastern side of the A358 to connect Stewley with the Ashill junction as it is considered that this would avoid extra traffic and allow local access to Stewley.	National Highways acknowledges the range of views expressed, including those received in support of the scheme.	N/A
143	Traffic, access and modelling	Supports proposals as considers increased connections will be important to reducing congestion and considers having less junctions along the road will improve safety.	National Highways acknowledges the range of views expressed, including those received in support of the scheme.	N/A
144	Traffic, access and modelling	Supports proposals for a parallel road on the eastern side of the A358 to connect Stewley with the Ashill junction and considers the route important for local residents as it would enable them to avoid the new road during busy periods.	National Highways acknowledges the range of views expressed, including those received in support of the scheme.	N/A
145	Traffic, access and modelling	Notes there may already be a route between Stewley and Ashill that avoids the A358.	National Highways notes that the purpose of a parallel road on the eastern side of the A358 is to prevent the severance of Stewley by connecting it to Ashill junction.	N/A
146	Traffic, access and modelling	Considers if the road is dualled then local routes should be maintained to allow road users to detour if the A358 has congestion or an accident	National Highways has undertaken traffic modelling on the most recent proposed scheme design, which includes the local roads surrounding the proposed A358 scheme. The modelling suggests that, with the proposed A358 scheme in place, the local road network will only be used by local traffic and not as an alternative to the dualled A358, because the dualled A358 has vastly better journey times, safety and reliability. It should also be noted that the dualling of the A358 vastly decreases the likelihood of incidents that would	N/A

Appendix Table 5.1N Summary of matters raised in relation to Q4b of the feedback questionnaire in relation to proposals for a parallel road on the eastern side of the A358 to connect Stewley with the Ashill junction and provide access to the A358 and the National Highways response

Row Number	Topic	Matters raised in response to consultation – matters copied verbatim	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Y/N or N/A)
			cause a full closure of the A358. It also means that for most incidents the A358 could still be kept running with one lane, and that in the event of a major incident, the opposite carriageway could be kept running, greatly reducing the proportion of diverted traffic. This means that the use of the local road network as a diversion route with the proposed A358 scheme in place would be a rare event. The methodology and results of the traffic modelling is reported in the Combined Modelling and Appraisal Report (Document Reference 7.4).	
147	Traffic, access and modelling	Concern that the proposals for a parallel road on the eastern side of the A358 to connect Stewley with the Ashill junction will increase traffic on lanes which are prone to flooding	By improving congestion and reliability, the scheme aims to reduce the likelihood of drivers choosing alternative routes through neighbouring communities and make it easier for drivers, walkers, cyclists and other local road users to get around. National Highways has undertaken traffic modelling of the A358 and surrounding area to understand the changes in traffic flows. The results are reported in the Combined Modelling and Appraisal Report (Document Reference 7.4) and shows that there will be slight or negligible changes on most local roads, although with some seeing very significant benefits as a result of reductions in vehicles using alternative routes to the A358 between Taunton and Ilminster. Where the scheme is forecast to lead to increases in traffic on local roads, National Highways has agreed an approach with Somerset Council, the highway authority for these roads, to assess the forecast traffic impacts and determine whether mitigation is required. As part of the scheme, mitigation measures on the local road network are proposed to help ensure that increases in traffic do not have a detrimental impact on aspects such as traffic congestion or road safety on the local road network. Engagement with Somerset Council on the details of the local roads mitigation will continue into the detailed design stage. A Flood Risk Assessment (FRA) (Document Reference 6.4 Appendix 13.1) has been prepared in compliance with the National Planning Policy Framework to assess the potential impact of the scheme on local flood risk and provides a description of mitigation measures to offset any potential changes. The FRA considers flooding from rivers and streams, groundwater, surface water and infrastructure failure. The FRA has been informed by Environment Agency flood risk mapping, British Geological Society Groundwater flood mapping and fluvial hydraulic modelling carried out specifically for watercourses affected by the scheme. The FRA has not identified any significant impacts on flood risk as a result of the proposed scheme.	N/A
148	Traffic, access and modelling	Concerned delays at Southfields will cause traffic to seek alternative routes and divert down narrow inappropriate lanes. Concerned this will cause delays and restrict access for emergency vehicles.	By improving congestion and reliability, the scheme aims to reduce the likelihood of drivers choosing alternative routes through neighbouring communities and make it easier for drivers, walkers, cyclists and other local road users to get around. National Highways has undertaken traffic modelling of the A358 and surrounding area to understand the changes in traffic flows. The results are reported in the Combined Modelling and Appraisal Report (Document Reference 7.4) and shows that there will be slight or negligible changes on most local roads, although with some seeing very significant benefits as a result of reductions in vehicles using alternative routes to the A358 between Taunton and Ilminster. Where the scheme is forecast to lead to increases in traffic on local roads, National Highways has agreed an approach with Somerset Council, the highway authority for these roads, to assess the forecast traffic impacts and determine whether mitigation is required. As part of the scheme, mitigation measures on the local road network are proposed to help ensure that increases in traffic do not have a detrimental impact on aspects such as traffic congestion or road safety on the local road network. Engagement with Somerset Council on the details of the local roads mitigation will continue into the detailed design stage.	N/A
149	Traffic, access and modelling	Support for proposals for a parallel road on the eastern side of the A358 to connect Stewley with the Ashill junction as is is considered that this would prevent a convoluted journey for residents. Highlights that keeping the Stewley junction would negate the need to spend money on this road. Suggests that putting more junctions onto a dual carriageway rather than trying to make an expressway would prevent the need for traffic through Ashill and the need to build the new road connecting Stewley and Ashill.	National Highways have undertaken traffic modelling of the A358 and surrounding area to understand the changes in routeing. Most villages in the vicinity of the A358 will see little change in their routes to the east and west. Bridges and underpasses are provided or retained to allow local connectivity across the A358 once it is upgraded to a high-quality, high-performing dual carriageway, with parallel roads provided to access the junctions more directly than using the existing local road network. It is acknowledged that some of these routes are longer than the existing routes that cross the A358, however these routes are safer than those currently available due to entirely avoiding the need to interact with traffic on the A358. Checks on journey times between local villages and both the M5 junction 25 and Southfields roundabout	No

Appendix Table 5.1N Summary of matters raised in relation to Q4b of the feedback questionnaire in relation to proposals for a parallel road on the eastern side of the A358 to connect Stewley with the Ashill junction and provide access to the A358 and the National Highways response

Row Number	Topic	Matters raised in response to consultation – matters copied verbatim	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Y/N or N/A)
			have been carried out using the traffic modelling. These show that generally there are reductions in overall journey times due to the much faster speed of the scheme, although some trips have slightly longer journey times. Journey time reliability is improved with the scheme due to the road being safer and there being safe opportunities to overtake slower vehicles. The methodology and results of the traffic modelling is reported in the Combined Modelling and Appraisal Report (Document Reference 7.4).	
150	Traffic, access and modelling	Concerned the scheme will reduce connectivity for Horton residents due to traffic diversions - creating delays and preventing local access. Concerned closing access to the A358 at Broadway and Stewley Cross will lengthen journeys between Horton and J25. Notes other more direct routes are only single track with no passing places.	National Highways have undertaken traffic modelling of the A358 and surrounding area to understand the changes in routeing. Most villages in the vicinity of the A358 will see little change in their routes to the east and west. Bridges and underpasses are provided or retained to allow local connectivity across the A358 once it is upgraded to a high-quality, high-performing dual carriageway, with parallel roads provided to access the junctions more directly than using the existing local road network. It is acknowledged that some of these routes are longer than the existing routes that cross the A358, however these routes are safer than those currently available due to entirely avoiding the need to interact with traffic on the A358. Checks on journey times between local villages and both the M5 junction 25 and Southfields roundabout have been carried out using the traffic modelling. These show that generally there are reductions in overall journey times due to the much faster speed of the scheme, although some trips have slightly longer journey times. Journey time reliability is improved with the scheme due to the road being safer and there being safe opportunities to overtake slower vehicles. The methodology and results of the traffic modelling is reported in the Combined Modelling and Appraisal Report (Document Reference 7.4).	N/A
151	Traffic, access and modelling	Support for proposals for a new parallel road to connect Stewley with the Ashill junction, as it is considered neccessary to have an alternative junction to get onto the A358 other than Southfields roundabout. Concern raised that traffic which wishes to avoid Southfields roundabout will then travel either down Broadway street - a narrow road which regularly floods, or they will travel along Pound Road to access the junction at Ashill both may increase traffic through Horton and Broadway which has little pedestrian pavements and narrow roads. Highlights that additionally, traffic which currently accesses the A358 at Stewley will use this route.	By improving congestion and reliability, the scheme aims to reduce the likelihood of drivers choosing alternative routes through neighbouring communities and make it easier for drivers, walkers, cyclists and other local road users to get around. National Highways has undertaken traffic modelling of the A358 and surrounding area to understand the changes in traffic flows. The results are reported in the Combined Modelling and Appraisal Report (Document Reference 7.4) and shows that there will be slight or negligible changes on most local roads, although with some seeing very significant benefits as a result of reductions in vehicles using alternative routes to the A358 between Taunton and Ilminster. Where the scheme is forecast to lead to increases in traffic on local roads, National Highways has agreed an approach with Somerset Council, the highway authority for these roads, to assess the forecast traffic impacts and determine whether mitigation is required. As part of the scheme, mitigation measures on the local road network are proposed to help ensure that increases in traffic do not have a detrimental impact on aspects such as traffic congestion or road safety on the local road network. Engagement with Somerset Council on the details of the local roads mitigation will continue into the detailed design stage. A Flood Risk Assessment (FRA) (Document Reference 6.4 Appendix 13.1) has been prepared in compliance with the National Planning Policy Framework to assess the potential impact of the scheme on local flood risk and provides a description of mitigation measures to offset any potential changes. The FRA considers flooding from rivers and streams, groundwater, surface water and infrastructure failure. The FRA has been informed by Environment Agency flood risk mapping, British Geological Society Groundwater flood mapping and fluvial hydraulic modelling carried out specifically for watercourses affected by the scheme. The FRA has not identified any significant impacts on flood risk as a result of the proposed scheme.	N/A
152	Traffic, access and modelling	Considers the proposals for a parallel road on the eastern side of the A358 to connect Stewley with the Ashill junction and provide access to the A358 will increase traffic	By improving congestion and reliability, the scheme aims to reduce the likelihood of drivers choosing alternative routes through neighbouring communities and make it easier for drivers, walkers, cyclists and other local road users to get around. National Highways has undertaken traffic modelling of the A358 and surrounding area to understand the changes in traffic flows. The results are reported in the Combined Modelling and Appraisal Report (Document Reference 7.4) and shows that there will be slight or negligible changes on most local roads, although with some seeing very significant benefits as a result of reductions in vehicles using alternative routes to the A358 between Taunton and Ilminster.	N/A

Appendix Table 5.1N Summary of matters raised in relation to Q4b of the feedback questionnaire in relation to proposals for a parallel road on the eastern side of the A358 to connect Stewley with the Ashill junction and provide access to the A358 and the National Highways response

Row Number	Topic	Matters raised in response to consultation – matters copied verbatim	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Y/N or N/A)
			Where the scheme is forecast to lead to increases in traffic on local roads, National Highways has agreed an approach with Somerset Council, the highway authority for these roads, to assess the forecast traffic impacts and determine whether mitigation is required. As part of the scheme, mitigation measures on the local road network are proposed to help ensure that increases in traffic do not have a detrimental impact on aspects such as traffic congestion or road safety on the local road network. Engagement with Somerset Council on the details of the local roads mitigation will continue into the detailed design stage.	
153	Traffic, access and modelling	Concerned traffic volume into Ashill and the surrounding area will increase due to the Ashill junction proposals. Concerned larger vehicles will be unable to access the A358 due to closures at Thickthorn end and the Hasting road being narrow and in poor condition.	By improving congestion and reliability, the scheme aims to reduce the likelihood of drivers choosing alternative routes through neighbouring communities and make it easier for drivers, walkers, cyclists and other local road users to get around. National Highways has undertaken traffic modelling of the A358 and surrounding area to understand the changes in traffic flows. The results are reported in the Combined Modelling and Appraisal Report (Document Reference 7.4) and shows that there will be slight or negligible changes on most local roads, although with some seeing very significant benefits as a result of reductions in vehicles using alternative routes to the A358 between Taunton and Ilminster. Where the scheme is forecast to lead to increases in traffic on local roads, National Highways has agreed an approach with Somerset Council, the highway authority for these roads, to assess the forecast traffic impacts and determine whether mitigation is required. As part of the scheme, mitigation measures on the local road network are proposed to help ensure that increases in traffic do not have a detrimental impact on aspects such as traffic congestion or road safety on the local road network. Engagement with Somerset Council on the details of the local roads mitigation will continue into the detailed design stage. During the 2021 statutory consultation, it was noted that there was concern about the rise in traffic flow forecast through the village of Ashill. As a result, National Highways proposed some changes along the old A358 though Ashill which would reduce driver speeds and therefore improve safety for all road users. The changes proposed are to narrow the road, build sections of kerbs or footways into the road and improved pedestrian crossing facilities at several locations through the village as well as enhancing road signing and marking. These measures have been agreed in principle with Somerset Council, however further work is required to agree aspects such as the detailed design and construction specification. These measures would reduce driver speeds and therefore improve safety for all users.	N/A
154	Traffic, access and modelling	Concerned the proposed road may increase traffic along existing narrow lanes prone to flooding.	By improving congestion and reliability, the scheme aims to reduce the likelihood of drivers choosing alternative routes through neighbouring communities and make it easier for drivers, walkers, cyclists and other local road users to get around. National Highways has undertaken traffic modelling of the A358 and surrounding area to understand the changes in traffic flows. The results are reported in the Combined Modelling and Appraisal Report (Document Reference 7.4) and shows that there will be slight or negligible changes on most local roads, although with some seeing very significant benefits as a result of reductions in vehicles using alternative routes to the A358 between Taunton and Ilminster. Where the scheme is forecast to lead to increases in traffic on local roads, National Highways has agreed an approach with Somerset Council, the highway authority for these roads, to assess the forecast traffic impacts and determine whether mitigation is required. As part of the scheme, mitigation measures on the local road network are proposed to help ensure that increases in traffic do not have a detrimental impact on aspects such as traffic congestion or road safety on the local road network. Engagement with Somerset Council on the details of the local roads mitigation will continue into the detailed design stage. A Flood Risk Assessment (FRA) (Document Reference 6.4 Appendix 13.1) has been prepared in compliance with the National Planning Policy Framework to assess the potential impact of the scheme on local flood risk and provides a description of mitigation measures to offset any potential changes. The FRA considers flooding from rivers and streams, groundwater, surface water and infrastructure failure. The FRA has been informed by Environment Agency flood risk mapping, British Geological Society Groundwater flood mapping and fluvial hydraulic modelling carried out specifically for watercourses affected by the scheme. The FRA has not identified any significant impacts on flood risk as a result of the proposed scheme.	N/A

Appendix Table 5.1N Summary of matters raised in relation to Q4b of the feedback questionnaire in relation to proposals for a parallel road on the eastern side of the A358 to connect Stewley with the Ashill junction and provide access to the A358 and the National Highways response

Row Number	Topic	Matters raised in response to consultation – matters copied verbatim	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Y/N or N/A)
155	Traffic, access and modelling	Concern that the proposals for a parallel road on the eastern side of the A358 to connect Stewley with the Ashill junction will increase traffic along routes which are used by WCH which will be a safety risk	By improving congestion and reliability, the scheme aims to reduce the likelihood of drivers choosing alternative routes through neighbouring communities and make it easier for drivers, walkers, cyclists and other local road users to get around. National Highways has undertaken traffic modelling of the A358 and surrounding area to understand the changes in traffic flows. The results are reported in the Combined Modelling and Appraisal Report (Document Reference 7.4) and shows that there will be slight or negligible changes on most local roads, although with some seeing very significant benefits as a result of reductions in vehicles using alternative routes to the A358 between Taunton and Ilminster. Where the scheme is forecast to lead to increases in traffic on local roads, National Highways has agreed an approach with Somerset Council, the highway authority for these roads, to assess the forecast traffic impacts and determine whether mitigation is required. As part of the scheme, mitigation measures on the local road network are proposed to help ensure that increases in traffic do not have a detrimental impact on aspects such as traffic congestion or road safety on the local road network. Engagement with Somerset Council on the details of the local roads mitigation will continue into the detailed design stage.	N/A
156	Traffic, access and modelling	Agrees in principle to the proposals to the parallel road east of the A358 on the condition that it doesn't increase ratrun traffic though local villages	By improving congestion and reliability, the scheme aims to reduce the likelihood of drivers choosing alternative routes through neighbouring communities and make it easier for drivers, walkers, cyclists and other local road users to get around. National Highways has undertaken traffic modelling of the A358 and surrounding area to understand the changes in traffic flows. The results are reported in the Combined Modelling and Appraisal Report (Document Reference 7.4) and shows that there will be slight or negligible changes on most local roads, although with some seeing very significant benefits as a result of reductions in vehicles using alternative routes to the A358 between Taunton and Ilminster. Where the scheme is forecast to lead to increases in traffic on local roads, National Highways has agreed an approach with Somerset Council, the highway authority for these roads, to assess the forecast traffic impacts and determine whether mitigation is required. As part of the scheme, mitigation measures on the local road network are proposed to help ensure that increases in traffic do not have a detrimental impact on aspects such as traffic congestion or road safety on the local road network. Engagement with Somerset Council on the details of the local roads mitigation will continue into the detailed design stage.	N/A
157	Traffic, access and modelling	Disagrees with the proposals for a parallel road on the eastern side of the A358 to connect Stewley with the Ashill junction and provide access to the A358 as considers it will turn all villages into rat runs.	By improving congestion and reliability, the scheme aims to reduce the likelihood of drivers choosing alternative routes through neighbouring communities and make it easier for drivers, walkers, cyclists and other local road users to get around. National Highways has undertaken traffic modelling of the A358 and surrounding area to understand the changes in traffic flows. The results are reported in the Combined Modelling and Appraisal Report (Document Reference 7.4) and shows that there will be slight or negligible changes on most local roads, although with some seeing very significant benefits as a result of reductions in vehicles using alternative routes to the A358 between Taunton and Ilminster. Where the scheme is forecast to lead to increases in traffic on local roads, National Highways has agreed an approach with Somerset Council, the highway authority for these roads, to assess the forecast traffic impacts and determine whether mitigation is required. As part of the scheme, mitigation measures on the local road network are proposed to help ensure that increases in traffic do not have a detrimental impact on aspects such as traffic congestion or road safety on the local road network. Engagement with Somerset Council on the details of the local roads mitigation will continue into the detailed design stage.	N/A
158	Traffic, access and modelling	Consider that the Stewley Link will have an inconsequential impact on the traffic through Ashill.	National Highways notes that the purpose of a parallel road on the eastern side of the A358 is to prevent the severance of Stewley by connecting it to Ashill junction.	N/A
159	Traffic, access and modelling	Notes the roads are primarily used by local access traffic and WCH groups.	Stewley link would be a rural road with grass verges, and lightly trafficked. It would be suitable and attractive for walking, cycling and horse-riding.	No
160	Traffic, access and modelling	Concerned proposals will allow drivers to access a rat run through Stewley and beyond.	By improving congestion and reliability, the scheme aims to reduce the likelihood of drivers choosing alternative routes through neighbouring communities and make it easier for drivers, walkers, cyclists and other local road users to get around. National Highways has undertaken traffic modelling of the A358 and surrounding area to understand the	N/A

Appendix Table 5.1N Summary of matters raised in relation to Q4b of the feedback questionnaire in relation to proposals for a parallel road on the eastern side of the A358 to connect Stewley with the Ashill junction and provide access to the A358 and the National Highways response

Row Number	Topic	Matters raised in response to consultation – matters copied verbatim	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Y/N or N/A)
			changes in traffic flows. The results are reported in the Combined Modelling and Appraisal Report (Document Reference 7.4) and shows that there will be slight or negligible changes on most local roads, although with some seeing very significant benefits as a result of reductions in vehicles using alternative routes to the A358 between Taunton and Ilminster. Where the scheme is forecast to lead to increases in traffic on local roads, National Highways has agreed an approach with Somerset Council, the highway authority for these roads, to assess the forecast traffic impacts and determine whether mitigation is required. As part of the scheme, mitigation measures on the local road network are proposed to help ensure that increases in traffic do not have a detrimental impact on aspects such as traffic congestion or road safety on the local road network. Engagement with Somerset Council on the details of the local roads mitigation will continue into the detailed design stage.	
161	Traffic, access and modelling	Comment that the need to build network resilience is fair, but capacity is subjective. Highlights that the current traffic conditions are far from awful and that even during the summer, delays are sporadic and usually limited to specific times of day. Comment that the objectives for building connectivity are not supported as it is considered that all the proposed scheme will do is improve the link between the A303 and the M5; anyone wishing to get to the SW from London/SE chooses one or the other, with very limited benefit if that connection improved.	The South West's economy is under-performing compared to the UK average. Local councils and business leaders agree that upgrading the rest of the A303/A358 corridor to dual carriageway would help connect the South West better to neighbouring regions, unlocking its potential for growth and supporting plans for more homes and jobs. National Highways assess the costs and benefits of the scheme using a number of different assessments to understand impacts including transport users, road safety, wider area impacts, and a range of environmental aspects. The scheme is reviewed by both National Highways and the Department for Transport to see whether the benefits outweigh the costs, and whether the business case for the scheme is sufficient to support delivery. This is reviewed at every stage of work to see whether the scheme delivery should be continued; the scheme has already gone through a strategic outline business case, and the preliminary design stage sets out the outline business case (a more detailed version). A full business case will be prepared during construction preparation if the Development Consent Order is granted. The proposed Scheme is part of the Government's Road Investment Strategy 2 (RIS2), which identifies parts of the strategic road network which need upgrading to improve safety, connectivity, and reliability for its users. Details of the economic appraisal of the scheme, which forms the basis for the value for money assessment, are provided in the Combined Modelling and Appraisal Report (Document Reference 7.4). This includes the scheme cost, the economic benefits and the benefit to cost ratio.	N/A
162	Traffic, access and modelling	Suggests the proposals make things difficult for local people and at huge expense.	The South West's economy is under-performing compared to the UK average. Local councils and business leaders agree that upgrading the rest of the A303/A358 corridor to dual carriageway would help connect the South West better to neighbouring regions, unlocking its potential for growth and supporting plans for more homes and jobs. National Highways assess the costs and benefits of the scheme using a number of different assessments to understand impacts including transport users, road safety, wider area impacts, and a range of environmental aspects. The scheme is reviewed by both National Highways and the Department for Transport to see whether the benefits outweigh the costs, and whether the business case for the scheme is sufficient to support delivery. This is reviewed at every stage of work to see whether the scheme delivery should be continued; the scheme has already gone through a strategic outline business case, and the preliminary design stage sets out the outline business case (a more detailed version). A full business case will be prepared during construction preparation if the Development Consent Order is granted. The proposed Scheme is part of the Government's Road Investment Strategy 2 (RIS2), which identifies parts of the strategic road network which need upgrading to improve safety, connectivity, and reliability for its users. Details of the economic appraisal of the scheme, which forms the basis for the value for money assessment, are provided in the Combined Modelling and Appraisal Report (Document Reference 7.4). This includes the scheme cost, the economic benefits and the benefit to cost ratio. The need for the scheme is established and set out in the Case for the Scheme (Document Reference 7.1). The proposals seek to address traffic congestion and safety issues that currently impact on local people and businesses, whilst seeking to improve connectivity for local residents and other road users. The beneficial and adverse effects of the scheme during construction and operation on the local community and businesses are reported in Environmental Statement Chapter 12 Population and human health (Document Reference 6.2).	N/A

Appendix Table 5.1N Summary of matters raised in relation to Q4b of the feedback questionnaire in relation to proposals for a parallel road on the eastern side of the A358 to connect Stewley with the Ashill junction and provide access to the A358 and the National Highways response

Row Number	Topic	Matters raised in response to consultation – matters copied verbatim	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Y/N or N/A)
163	Walking, Cycling and Horse-riders	Supports any links that improve connectivity for equestrians and cyclists.	National Highways acknowledges the support received in relation to the walking, cycling and horse-riding proposals.	N/A

Appendix Table 5.1N Summary of matters raised in relation to Q4b of the feedback questionnaire in relation to proposals for a parallel road on the eastern side of the A358 to connect Stewley with the Ashill junction and provide access to the A358 and the National Highways response

Appendix Table 5.1O Summary of matters raised in relation to Q4c of the feedback questionnaire in relation to proposals for a parallel road on the western side of the A358 to connect Broadway Street and Thickthorn Lane with Ashill junction and provide access to the A358 and the National Highways response

Row Number	Topic	Matters raised in response to consultation – matters copied verbatim	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Y/N or N/A)
1	Air quality	Consider the proposals for parallel road on the western side of the A358 to connect Broadway Street and Thickthorn Lane with Ashill junction and provide access to the A358 will worsen air quality	The effects of the scheme on air quality are assessed and reported upon in Environmental Statement Chapter 5 Air quality (Document Reference 6.2). It predicts no exceedances of the Air Quality Objectives at human receptors associated with changes in operational traffic flows or speeds in the 'Base', 'Do Minimum' (without scheme) or 'Do Something' (with scheme) scenarios. With no exceedances of the Air Quality Objectives at receptor locations it is considered the proposed scheme would have no significant effects on air quality in relation to human health. Significant effects as a result of nitrogen (N) deposition have been predicted at ecological receptors as described in Environmental Statement Chapter 8 Biodiversity (Document Reference 6.2). Mitigation has been developed to compensate for this impact including protection and sensitive management of habitat, woodland creation and tree planting in locations away from the road.	Yes
2	Alternatives to the scheme	Highlights that there are traffic congestion problems with the existing A358 Taunton-Southfields at each end of the stretch. States that the Taunton end requires a by-passing of the village of Henlade and that this should be easily achieved by constructing a new carriageway between the existing Nexus roundabout and the start of the existing dual carriageway East of the village. The Southfields end requires continuing A303 traffic to be kept off the roundabout and that this should be easily achieved by means of a flyover across the roundabout for the A303 carriageway.	The Preferred Route Announcement made in June 2019 was made considering public consultation feedback, and the accompanying Scheme Assessment Report (Document Reference 7.6) set out the reasons for the selection of a preferred route, including appraisal of alternatives. National Highways has progressed the scheme accordingly, and the options assessment process is set out in Environmental Statement Chapter 3 Assessment of alternatives (Document Reference 6.2). Please refer to Chapter 2 of this Consultation Report (Document Reference 5.1) for further information. The section between Thornfalcon and Southfields is required to provide a continuous high-quality, high-performing dual carriageway across the strategic corridor, with safe overtaking opportunities. This would improve journey time reliability, allowing for higher speeds and faster connections, and improve safety by reducing accidents, for example by reducing the number of local lanes joining the A358. Part of the scheme includes upgrades to the Southfields roundabout so that we can safely adapt it to the new dual carriageway. Although a full upgrade of the roundabout is not included in these plans, National Highways are working on a future scheme for the A303 South Petherton to Southfields, carrying out a study on this section of the A303 to improve the flow of traffic. The A303 South Petherton to Southfields scheme is being considered as part of a pipeline of scheme that may be delivered through the third Road Investment Strategy (RIS3) period (2025-2030). In March 2023, Government announced the pipeline of schemes earmarked for RIS3 (covering 2025 to 2030) will continue to be developed but considered for delivery as part of RIS4 (beyond 2030). All the schemes in the pipeline programme remain uncommitted, with no guarantee they will be taken forward into construction.	N/A
3	Alternatives to the scheme	Plans fail to provide direct access to Broadway off the A358 for eastbound traffic. Such traffic would have to use the less convenient Ashill junction, involving an unrealistic additional 3.2 miles for a round trip. The solution to this problem is to provide an off-slip road for westbound A358 traffic at Broadway Street.	For the A358 to become a high-quality, high-performing dual carriageway, junctions along its length must provide a safe means with which to exit or enter the A358 dual carriageway at high speed, complying with Design Manual for Roads and Bridges CD 122. As such, most of the direct local road accesses have been removed and access to Mattock's Tree Green junction and Ashill junction are provided. Checks on journey times between local villages and both the M5 junction 25 and Southfields roundabout have been carried out using the traffic modelling. These show that generally there are reductions in overall journey times due to the much faster speed of the scheme, although some trips have slightly longer journey times. Journey time reliability is improved with the scheme due to the road being safer and there being safe opportunities to overtake slower vehicles. The methodology and results of the traffic modelling is reported in the Combined Modelling and Appraisal Report (Document Reference 7.4).	N/A
4	Climate	Notes that cars should be reduced to keep within 1.5 degrees of global warming. Concerned that building more roads will generate more C02 and pollution. Notes it will also remove land needed for re-wilding and crops.	National Highways is cognisant of the changes introduced by the Climate Change Act 2008 (2050 Target Amendment) Order 2019, and the net-zero ambition is set out within the amendments. The Secretary of State supports delivery of emission reductions through a system of five-year carbon budgets that set a trajectory for reducing greenhouse gas production to 2050. In response to the carbon budgets, the Department for Transport has published The Road to Zero which sets out steps towards cleaner road transport and delivering the Industrial Strategy. National Highways 'Net Zero Highways: our 2030/ 2040/ 2050 plans' outlines its ambitious plan to be net zero by 2050. National Highways is required by the National Policy Statement for National Networks to assess the effects of the scheme in relation to carbon emissions and climate change, including an assessment of the	No

Row Number	Topic	Matters raised in response to consultation – matters copied verbatim	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Y/N or N/A)
			significance of any increase within the context of the relevant UK carbon budget period. The climate assessment presented within the Preliminary Environmental Information (PEI) Report considered impacts over a 60 year period and compared emissions against the UK 4th carbon budget (construction emissions) and the 5th and 6th carbon budgets (for operation). This assessment has also been incorporated into Environmental Statement Chapter 14 Climate (Document Reference 6.2), which outlines the measures taken to avoid and mitigate carbon emissions through the design of the scheme. It also describes an assessment of any likely significant climate factors in accordance with the requirements of the Environmental Impact Assessment Regulations and concludes in all cases the emissions calculated demonstrated no impact on the ability of the UK Government to meet these carbon budgets, and no significant effect on climate. The proposed scheme only uses land essential for a development of this nature, including the environmental mitigation measures. Opportunities to minimise the footprint have been explored throughout the design process. The proposals seek to reduce the impact on agricultural land through minimising the amount of agricultural land permanently required by the scheme. Agricultural land used temporarily is to be restored to a condition suitable for return to its existing land function. The assessment of effects on agricultural land is presented within Environmental Statement Chapter 9 Geology and soils (Document Reference 6.2). The assessment of effects on agricultural land holdings is presented within Environmental Statement Chapter 12 Population and human health (Document Reference 6.2).	
5	Climate	Objects to proposals for a parallel road on the western side of the A358. Highlights that transportation is energy intensive and that there is a need to respond to the climate emergency declaration made by Central Government and to avoid reaching an environmental crisis.	National Highways is cognisant of the changes introduced by the Climate Change Act 2008 (2050 Target Amendment) Order 2019, and the net-zero ambition is set out within the amendments. The Secretary of State supports delivery of emission reductions through a system of five-year carbon budgets that set a trajectory for reducing greenhouse gas production to 2050. In response to the carbon budgets, the Department for Transport has published The Road to Zero which sets out steps towards cleaner road transport and delivering the Industrial Strategy. National Highways 'Net Zero Highways: our 2030/ 2040/ 2050 plans' outlines its ambitious plan to be net zero by 2050. National Highways is required by the National Policy Statement for National Networks to assess the effects of the scheme in relation to carbon emissions and climate change, including an assessment of the significance of any increase within the context of the relevant UK carbon budget period. The climate assessment presented within the Preliminary Environmental Information (PEI) Report considered impacts over a 60 year period and compared emissions against the UK 4th carbon budget (construction emissions) and the 5th and 6th carbon budgets (for operation). This assessment has also been incorporated into Environmental Statement Chapter 14 Climate (Document Reference 6.2), which outlines the measures taken to avoid and mitigate carbon emissions through the design of the scheme. It also describes an assessment of any likely significant climate factors in accordance with the requirements of the Environmental Impact Assessment Regulations and concludes in all cases the emissions calculated demonstrated no impact on the ability of the UK Government to meet these carbon budgets, and no significant effect on climate. Alternatives to the scheme including different modes of transport were considered as part of the option identification and appraisal process, leading to the Preferred Route Announcement in June 2019. This concluded that even substantial improvements to public transport provision, predominantly in the form of rail improvements, would not sufficiently reduce the number of vehicles to help address the identified problems along the A303/A358 corridor.	No
6	Consultation	Requests National Highways consider the issues raised at consultation	As set out in the main body of the Consultation Report (Document Reference 5.1), National Highways recognises the importance of engaging with local residents and businesses throughout the DCO process and has carefully considered all consultation and engagement feedback from individuals and organisations, making some design changes as a result. It is intended that engagement with stakeholders will continue throughout examination, detailed design and construction. Information on how consultation responses are dealt with is available in the Consultation Report (Document Reference 5.1). Following the 2021 statutory consultation, design changes to the scheme proposals were made and these were published in the 'Responding to feedback from 2021 public consultation' document on the National Highways website (https://highwaysengland.citizenspace.com/he/a358-taunton-to-southfields-2022-sup-consultation/). These were then consulted on during the 2022 supplementary consultation.	N/A

Appendix Table 5.1O Summary of matters raised in relation to Q4c of the feedback questionnaire in relation to proposals for a parallel road on the western side of the A358 to connect Broadway Street and Thickthorn Lane with Ashill junction and provide access to the A358 and the National Highways response

Row Number	Topic	Matters raised in response to consultation – matters copied verbatim	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Y/N or N/A)
7	Economics	Disagrees with the proposals for a parallel road on the western side of the A358 to connect Broadway Street and Thickthorn Lane with Ashill junction and provide access to the A358 as considers there will be a huge expense	The South West's economy is under-performing compared to the UK average. Local councils and business leaders agree that upgrading the rest of the A303/A358 corridor to dual carriageway would help connect the South West better to neighbouring regions, unlocking its potential for growth and supporting plans for more homes and jobs. National Highways assess the costs and benefits of the scheme using a number of different assessments to understand impacts including journey time savings to road users, road safety, wider economic impacts, and a range of environmental aspects. The project is reviewed by both National Highways and the Department for Transport to examine whether the benefits outweigh the costs, and whether the business case for the scheme is sufficiently strong to support delivery. This is reviewed at every stage of work to determine whether the scheme delivery should be continued; the scheme has already gone through a strategic outline business case, and the preliminary design stage sets out the outline business case (a more detailed version). A full business case will be prepared during construction preparation if the Development Consent Order is granted. The proposed scheme is part of the Government's second Road Investment Strategy (RIS2), which identifies parts of the strategic road network that need upgrading to improve safety, connectivity, and reliability for its users. Details of the economic appraisal of the scheme, which forms the basis for the value for money assessment, are provided in the Combined Modelling and Appraisal Report (Document Reference 7.4). Journey time savings are forecast to be in the order of 5 to 7 minutes during most times of day. This equates to a saving of more than 30% during most times of day. National Highways notes that a parallel road on the western side of the A358 to connect Broadway Street and Thickthorn Lane is to counter the effects of severance on Broadway.	N/A
8	Economics	Objects to the proposals for a parallel road on the western side of the A358 to connect Broadway Street and Thickthorn Lane with Ashill junction as considers it is a waste of money	The South West's economy is under-performing compared to the UK average. Local councils and business leaders agree that upgrading the rest of the A303/A358 corridor to dual carriageway would help connect the South West better to neighbouring regions, unlocking its potential for growth and supporting plans for more homes and jobs. National Highways assess the costs and benefits of the scheme using a number of different assessments to understand impacts including journey time savings to road users, road safety, wider economic impacts, and a range of environmental aspects. The project is reviewed by both National Highways and the Department for Transport to examine whether the benefits outweigh the costs, and whether the business case for the scheme is sufficiently strong to support delivery. This is reviewed at every stage of work to determine whether the scheme delivery should be continued; the scheme has already gone through a strategic outline business case, and the preliminary design stage sets out the outline business case (a more detailed version). A full business case will be prepared during construction preparation if the Development Consent Order is granted. The proposed scheme is part of the Government's second Road Investment Strategy (RIS2), which identifies parts of the strategic road network that need upgrading to improve safety, connectivity, and reliability for its users. Details of the economic appraisal of the scheme, which forms the basis for the value for money assessment, are provided in the Combined Modelling and Appraisal Report (Document Reference 7.4). Journey time savings are forecast to be in the order of 5 to 7 minutes during most times of day. This equates to a saving of more than 30% during most times of day. National Highways notes that a parallel road on the western side of the A358 to connect Broadway Street and Thickthorn Lane is to counter the effects of severance on Broadway.	N/A
9	Economics	Disagrees with the proposals for a parallel road on the western side of the A358 as considers this section of the scheme in unnecessary and costly	The South West's economy is under-performing compared to the UK average. Local councils and business leaders agree that upgrading the rest of the A303/A358 corridor to dual carriageway would help connect the South West better to neighbouring regions, unlocking its potential for growth and supporting plans for more homes and jobs. National Highways assess the costs and benefits of the scheme using a number of different assessments to understand impacts including journey time savings to road users, road safety, wider economic impacts, and a range of environmental aspects. The project is reviewed by both National Highways and the Department for	N/A

Appendix Table 5.1O Summary of matters raised in relation to Q4c of the feedback questionnaire in relation to proposals for a parallel road on the western side of the A358 to connect Broadway Street and Thickthorn Lane with Ashill junction and provide access to the A358 and the National Highways response

Row Number	Topic	Matters raised in response to consultation – matters copied verbatim	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Y/N or N/A)
			Transport to examine whether the benefits outweigh the costs, and whether the business case for the scheme is sufficiently strong to support delivery. This is reviewed at every stage of work to determine whether the scheme delivery should be continued; the scheme has already gone through a strategic outline business case, and the preliminary design stage sets out the outline business case (a more detailed version). A full business case will be prepared during construction preparation if the Development Consent Order is granted. The proposed scheme is part of the Government's second Road Investment Strategy (RIS2), which identifies parts of the strategic road network that need upgrading to improve safety, connectivity, and reliability for its users. Details of the economic appraisal of the scheme, which forms the basis for the value for money assessment, are provided in the Combined Modelling and Appraisal Report (Document Reference 7.4). Journey time savings are forecast to be in the order of 5 to 7 minutes during most times of day. This equates to a saving of more than 30% during most times of day. National Highways notes that a parallel road on the western side of the A358 to connect Broadway Street and Thickthorn Lane is to counter the effects of severance on Broadway.	
10	Engineering design	Disagrees with the proposals to create parallel roads and considers there should be direct access onto the A358 by conventional junctions.	National Highways are adopting the latest design standards for the A358 Taunton to Southfields scheme which includes GD 300. This is part of the Design Manual for Roads and Bridges (DMRB) and includes requirements and advice for new and upgraded all-purpose trunk roads, covering four different levels of provision. Specifically, the scheme is being designed as a Level 2 dual carriageway which means it will have All-Purpose Trunk Road designation and will be accessible to agricultural vehicles. For the A358 to become a high quality dual carriageway, junctions along its length must provide a safe means with which to exit or enter the A358 dual carriageway at high speed, complying with the Design Manual for Roads and Bridges (DMRB) CD 122. As such, most of the direct local road accesses have been removed and access to the A358 is from new grade separated junctions at Mattock's Tree Green and Ashill National Highways has worked with the local highway authority, Somerset Council, to identify any potential access issues to the local road network as a result of the scheme and will continue to engage with the relevant authorities during the detailed design process and into construction.	No
11	Engineering design	Considers proposals for a parallel road on the western side of the A358 to connect Broadway Street and Thickthorn Lane with Ashill junction to be expensive for limited returns.	The South West's economy is under-performing compared to the UK average. Local councils and business leaders agree that upgrading the rest of the A303/A358 corridor to dual carriageway would help connect the South West better to neighbouring regions, unlocking its potential for growth and supporting plans for more homes and jobs. National Highways assess the costs and benefits of the scheme using a number of different assessments to understand impacts including journey time savings to road users, road safety, wider economic impacts, and a range of environmental aspects. The project is reviewed by both National Highways and the Department for Transport to examine whether the benefits outweigh the costs, and whether the business case for the scheme is sufficiently strong to support delivery. This is reviewed at every stage of work to determine whether the scheme delivery should be continued; the scheme has already gone through a strategic outline business case, and the preliminary design stage sets out the outline business case (a more detailed version). A full business case will be prepared during construction preparation if the Development Consent Order is granted. The proposed scheme is part of the Government's second Road Investment Strategy (RIS2), which identifies parts of the strategic road network that need upgrading to improve safety, connectivity, and reliability for its users. Details of the economic appraisal of the scheme, which forms the basis for the value for money assessment, are provided in the Combined Modelling and Appraisal Report (Document Reference 7.4). Journey time savings are forecast to be in the order of 5 to 7 minutes during most times of day. This equates to a saving of more than 30% during most times of day. National Highways notes that a parallel road on the western side of the A358 to connect Broadway Street and Thickthorn Lane is to counter the effects of severance on Broadway.	No

Appendix Table 5.1O Summary of matters raised in relation to Q4c of the feedback questionnaire in relation to proposals for a parallel road on the western side of the A358 to connect Broadway Street and Thickthorn Lane with Ashill junction and provide access to the A358 and the National Highways response

Row Number	Topic	Matters raised in response to consultation – matters copied verbatim	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Y/N or N/A)
12	Engineering design	Disagrees with the proposals for a parallel road on the western side of the A358 to connect Broadway Street and Thickthorn Lane with Ashill junction and provide access to the A358.	National Highways are adopting the latest design standards for the A358 Taunton to Southfields scheme which includes GD 300. This is part of the Design Manual for Roads and Bridges (DMRB) and includes requirements and advice for new and upgraded all-purpose trunk roads, covering four different levels of provision. Specifically, the scheme is being designed as a Level 2 dual carriageway which means it will have All-Purpose Trunk Road designation and will be accessible to agricultural vehicles. For the A358 to become a high quality dual carriageway, junctions along its length must provide a safe means with which to exit or enter the A358 dual carriageway at high speed, complying with the Design Manual for Roads and Bridges (DMRB) CD 122. As such, most of the direct local road accesses have been removed and access to the A358 is from new grade separated junctions at Mattock's Tree Green and Ashill National Highways has worked with the local highway authority, Somerset Council, to identify any potential access issues to the local road network as a result of the scheme and will continue to engage with the relevant authorities during the detailed design process and into construction.	No
13	Engineering design	Disagrees with the proposals for a parallel road on the western side of the A358 as considers the scheme is an urban design which should be reconsidered due to the impact on flood risk.	A Flood Risk Assessment (FRA) (Document Reference 6.4 Appendix 13.1) has been prepared in compliance with the National Planning Policy Framework to assess the potential impact of the scheme on local flood risk and provides a description of mitigation measures to offset any potential changes. The FRA considers flooding from rivers and streams, groundwater, surface water and infrastructure failure. The FRA has been informed by Environment Agency flood risk mapping, British Geological Society Groundwater flood mapping and fluvial hydraulic modelling carried out specifically for watercourses affected by the scheme. The FRA has not identified any significant impacts on flood risk as a result of the proposed scheme.	No
14	Engineering design	Requests the provision of either a bridge or tunnel for non-motorised users to connect Thickthorn Lane with Rapps Road and Broadway Street with Cad Road.	As an outcome of consultation, a new overbridge at Jordans Farm replaces the proposed walking, cycling horse riding (WCH) route through Ding bridge. It would connect the old A358 at Horton Cross and Cad Road and be classified as a restricted byway. The overbridge would be shared use with the landowner and very lightly trafficked.	Yes
15	Engineering design	Concerned there are not enough junctions for local villages in the proposals.	The Preferred Route Announcement made in June 2019 was made considering taking into account public consultation feedback, and the accompanying Scheme Assessment Report (Document Reference 7.6) set out the reasons for the selection of a preferred route, including appraisal of alternatives. National Highways has progressed the scheme accordingly, and the options assessment process is set out in Chapter 3 Assessment of Alternatives of the Environmental Statement (Document Reference 6.2). Please refer to Chapter 2 of this Consultation Report for further information. The National Highways delivery plan for 2020 – 2025 confirms that we're committed to delivering a high-quality and high-performing dual carriageway route along the A303/A358 corridor, not an expressway or a motorway. This represented a change to the Government's first road investment Strategy (RIS1) intention to create a new Expressway corridor into the region, but the second Road Investment Strategy (RIS2) revised this intention, taking into account an expressway prohibits the use of farm vehicles, and the local area is rural in nature. As part of the scheme National Highways would permit local traffic and agricultural traffic to join the strategic network in a safe way via a limited number of junctions. For the A358 to become a high quality dual carriageway, junctions along its length must provide a safe means with which to exit or enter the A358 dual carriageway at high speed, complying with Design Manual for Roads and Bridges CD 122. As such, all of the direct local road accesses have been removed and access to the A358 is from new grade separated junctions at Mattock's Tree Green and Ashill. The scheme has been designed to the standards set out in GD 300. As such, any new intermediate junctions that are constructed as part of the scheme would need to take the form of a full grade- separated junction similar to the one near Ashill or Mattock's Tree Green.	No
16	Engineering design	Considers there should be direct access onto the A358 via conventional junctions	The South West's economy is under-performing compared to the UK average . Local councils and business leaders agree that upgrading the rest of the A303/A358 corridor to dual carriageway would help connect the South West better to neighbouring regions, unlocking its potential for growth and supporting plans for more homes and jobs. National Highways assess the costs and benefits of the scheme using a number of different assessments to	No

Appendix Table 5.1O Summary of matters raised in relation to Q4c of the feedback questionnaire in relation to proposals for a parallel road on the western side of the A358 to connect Broadway Street and Thickthorn Lane with Ashill junction and provide access to the A358 and the National Highways response

Row Number	Topic	Matters raised in response to consultation – matters copied verbatim	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Y/N or N/A)
			understand impacts including transport users, road safety, wider area impacts, and a range of environmental aspects. The scheme is reviewed by both National Highways and the Department for Transport to see whether the benefits outweigh the costs, and whether the business case for the scheme is sufficient to support delivery. This is reviewed at every stage of work to see whether the scheme delivery should be continued; the scheme has already gone through a strategic outline business case, and the preliminary design stage sets out the outline business case (a more detailed version). A full business case will be prepared during construction preparation if the Development Consent Order is granted. The proposed Scheme is part of the Government's second Road Investment Strategy (RIS2), which identifies parts of the strategic road network which need upgrading to improve safety, connectivity, and reliability for its users. Details of the economic appraisal of the scheme, which forms the basis for the value for money assessment, are provided in the Combined Modelling and Appraisal Report (Document Reference 7.4). This includes the scheme cost, the economic benefits and the benefit to cost ratio. National Highways notes that a parallel road on the western side of the A358 to connect Broadway Street and Thickthorn Lane is to counter the effects of severance on Broadway For the A358 to become a high-quality, high-performing dual carriageway, junctions along its length must provide a safe means with which to exit or enter the A358 dual carriageway at high speed, complying with Design Manual for Roads and Bridges CD 122. As such, most of the direct local road accesses have been removed and access to Mattock's Tree Green junction and Ashill junction are provided.	
17	Engineering design	Requests only local improvements are provided from the existing A358, to include appropriate on-off slip-roads.	For the A358 to become a high-quality, high-performing dual carriageway, junctions along its length must provide a safe means with which to exit or enter the A358 dual carriageway at high speed, complying with Design Manual for Roads and Bridges CD 122. As such, most of the direct local road accesses have been removed and access to Mattoc"s Tree Green junction and Ashill junction are provided. Traffic modelling of the additional slip roads proposed by the Community of Parishes indicates that they would be very lightly trafficked and would therefore result in benefit to very few users at a cost that would outweigh these benefits. Details of the economic appraisal of the scheme, which forms the basis for the value for money assessment, are provided in the Combined Modelling and Appraisal Report (Document Reference 7.4). This includes the scheme cost, the economic benefits and the benefit to cost ratio.	No
18	Engineering design	Objection to proposals for a parallel road to connect Broadway St and Thickhorn Lane with Ashill junction as it is considered that this would be a waste of money and land. Suggests a slip road be added onto the A358 instead.	The South West's economy is under-performing compared to the UK average . Local councils and business leaders agree that upgrading the rest of the A303/A358 corridor to dual carriageway would help connect the South West better to neighbouring regions, unlocking its potential for growth and supporting plans for more homes and jobs. National Highways assess the costs and benefits of the scheme using a number of different assessments to understand impacts including transport users, road safety, wider area impacts, and a range of environmental aspects. The scheme is reviewed by both National Highways and the Department for Transport to see whether the benefits outweigh the costs, and whether the business case for the scheme is sufficient to support delivery. This is reviewed at every stage of work to see whether the scheme delivery should be continued; the scheme has already gone through a strategic outline business case, and the preliminary design stage sets out the outline business case (a more detailed version). A full business case will be prepared during construction preparation if the Development Consent Order is granted. The proposed Scheme is part of the Government's second Road Investment Strategy (RIS2), which identifies parts of the strategic road network which need upgrading to improve safety, connectivity, and reliability for its users. Details of the economic appraisal of the scheme, which forms the basis for the value for money assessment, are provided in the Combined Modelling and Appraisal Report (Document Reference 7.4). This includes the scheme cost, the economic benefits and the benefit to cost ratio. National Highways notes that a parallel road on the western side of the A358 to connect Broadway Street and Thickthorn Lane is to counter the effects of severance on Broadway For the A358 to become a high-quality, high-performing dual carriageway, junctions along its length must provide a safe means with which to exit or enter the A358 dual carriageway at high speed, complying with Design Manual for Roads and Bridges CD 122. As such, most of the direct local road accesses have been removed and access to Mattock's Tree Green junction and Ashill junction are provided.	No

Appendix Table 5.1O Summary of matters raised in relation to Q4c of the feedback questionnaire in relation to proposals for a parallel road on the western side of the A358 to connect Broadway Street and Thickthorn Lane with Ashill junction and provide access to the A358 and the National Highways response

Row Number	Topic	Matters raised in response to consultation – matters copied verbatim	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Y/N or N/A)
19	Engineering design	Suggests that people accessing Broadway from the south currently must travel up to Ashill junction and back down the link road so are likely to instead use Suggs Lane which is unsuitable for increased traffic. Suggests an off-slip for Northbound traffic would solve this problem.	For the A358 to become a high-quality, high-performing dual carriageway, junctions along its length must provide a safe means with which to exit or enter the A358 dual carriageway at high speed, complying with Design Manual for Roads and Bridges CD 122. As such, most of the direct local road accesses have been removed and access to Mattock's Tree Green junction and Ashill junction are provided. Checks on journey times between local villages and both the M5 junction 25 and Southfields roundabout have been carried out using the traffic modelling. These show that generally there are reductions in overall journey times due to the much faster speed of the scheme, although some trips have slightly longer journey times. Journey time reliability is improved with the scheme due to the road being safer and there being safe opportunities to overtake slower vehicles. The methodology and results of the traffic modelling is reported in the Combined Modelling and Appraisal Report (Document Reference 7.4). The South West's economy is under-performing compared to the UK average . Local councils and business leaders agree that upgrading the rest of the A303/A358 corridor to dual carriageway would help connect the South West better to neighbouring regions, unlocking its potential for growth and supporting plans for more homes and jobs. National Highways assess the costs and benefits of the scheme using a number of different assessments to understand impacts including transport users, road safety, wider area impacts, and a range of environmental aspects. The scheme is reviewed by both National Highways and the Department for Transport to see whether the benefits outweigh the costs, and whether the business case for the scheme is sufficient to support delivery. This is reviewed at every stage of work to see whether the scheme delivery should be continued; the scheme has already gone through a strategic outline business case, and the preliminary design stage sets out the outline business case (a more detailed version). A full business case will be prepared during construction preparation if the Development Consent Order is granted. The proposed Scheme is part of the Government's second Road Investment Strategy (RIS2), which identifies parts of the strategic road network which need upgrading to improve safety, connectivity, and reliability for its users. Details of the economic appraisal of the scheme, which forms the basis for the value for money assessment, are provided in the Combined Modelling and Appraisal Report (Document Reference 7.4). This includes the scheme cost, the economic benefits and the benefit to cost ratio. National Highways notes that a parallel road on the western side of the A358 to connect Broadway Street and Thickthorn Lane is to counter the effects of severance on Broadway.	No
20	Engineering design	Considers the parallel road proposals necessary to provide access between Broadway Street and Ashill junction for residents in Broadway and Horton. Notes Broadway has a doctors and school which serve users from Ilminster and its east surrounds.	National Highways acknowledge the support for the scheme proposals.	No
21	Engineering design	Agrees with proposals for a parallel road on the western side of the A358 as considers that it would be good for local traffic.	National Highways acknowledge the support for the scheme proposals.	No
22	Engineering design	Consider the proposed link connecting Broadway Street and Thickthorn Lane to the proposed Ashill junction achieves some of this objective.	National Highways acknowledge the support for the scheme proposals.	No
23	Engineering design	Support proposals for a parallel road on the western side of the A358 to connect Broadway Street and Thickthorn Lane with Ashill junction and provide access to the A358. Suggests it needs to extend on from Stewley Lodge to Bickenhall Lane.	National Highways acknowledge the support for the scheme proposals. The proposed parallel roads aim to connect local villages to the two all-movement junctions (Mattock's Tree Green and Ashill Junction)	No
24	Engineering design	Copied from 4c) (4) of the Community of Parishes response "The solution to this problem is to provide an off-slip road for westbound A358 traffic at Broadway Street. National Highways' refusal to agree to this access is justified through its adoption of the GD300, Expressway standard, for the whole route. To date, no explanation has been provided as to why adoption of this standard is more relevant to the circumstances of the route than the standard adopted, for instance, for the Sparkford to Ilchester section of the A303 currently under construction. That section of the A303 will have slip roads of the type needed at Broadway Street."	National Highways acknowledges support for responses provided to the consultation by the Community of Parishes and individual parish councils. Full responses to each of the matters raised can be found in the Consultation Report Appendix 5.2 Table 5.2B, Appendix 6.4 and Appendix 8.2 Table 8.2B (Document Reference 5.2). Suggested alternative proposals have been considered and some elements have been adopted into the scheme design.	No
25	Engineering design	Copied response from 4c) (4) of the Community of Parishes response.	National Highways acknowledges support for responses provided to the consultation by the Community of Parishes and individual parish councils. Full responses to each of the matters raised can be found in the	No

Appendix Table 5.1O Summary of matters raised in relation to Q4c of the feedback questionnaire in relation to proposals for a parallel road on the western side of the A358 to connect Broadway Street and Thickthorn Lane with Ashill junction and provide access to the A358 and the National Highways response

Row Number	Topic	Matters raised in response to consultation – matters copied verbatim	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Y/N or N/A)
			Consultation Report Appendix 5.2 Table 5.2B, Appendix 6.4 and Appendix 8.2 Table 8.2B (Document Reference 5.2). Suggested alternative proposals have been considered and some elements have been adopted into the scheme design.	
26	Engineering design	Support for the proposals for a parallel road on the western side to connect Broadway Street and Thickthorn Lane as per Joint Parish proposals	National Highways acknowledges support for responses provided to the consultation by the Community of Parishes and individual parish councils. Full responses to each of the matters raised can be found in the Consultation Report Appendix 5.2 Table 5.2B, Appendix 6.4 and Appendix 8.2 Table 8.2B (Document Reference 5.2). Suggested alternative proposals have been considered and some elements have been adopted into the scheme design.	No
27	Engineering design	Questions if a direct access to the A358 for Broadway residents is necessary but respects that their requests should be implemented. Highlights that Thickthorn lane is not appropriate to join the parallel road as it is extremely narrow and google maps has a tendency to divert traffic down dangerous roads. Considers it appropriate for Thickthorn Lane proprieties to join the A358 via Broadway.	National Highways acknowledges the points raised. Direct access to the A358 for Broadway residents is not provided in the scheme. Road users in this location are able to access the A358 at Ashill junction. Access to Thickthorn Lane would be provided by a junction on the parallel access road to maintain access to local property and maintain connectivity along the scheme.	Yes
28	Engineering design	Supports proposals for a parallel road on the western side of the A358 to connect Broadway St and Thickthorn Lane and considers that this makes sense to implement.	National Highways acknowledge the support for the scheme proposals.	N/A
29	Engineering design	Supports the proposal for a parallel road on the western side of the A358 to connect Broadway Street and Thickthorn Lane with Ashill junction and provide access to the A358.	National Highways acknowledge the support for the scheme proposals.	N/A
30	Engineering design	Supports proposals for a parallel road on the western side of the A358 to connect Broadway Street and Thickthorn Lane with Ashill junction and notes there are no issues.	National Highways acknowledge the support for the scheme proposals.	N/A
31	Engineering design	Supports proposals for a parallel road on the western side of the A358 to connect Broadway Street and Thickthorn Lane with Ashill junction.	National Highways acknowledge the support for the scheme proposals.	N/A
32	Engineering design	Supports the proposal for a parallel road on the western side of the A358 to connect Broadway Street and Thickthorn Lane with Ashill junction and provide access to the A358 as considers it would avoid back roads to Taunton from becoming a rat run for Broadway traffic.	National Highways acknowledge the support for the scheme proposals.	N/A
33	Engineering design	Support for proposals for a parallel road on the western side of the A358 to connect Broadway Street and Thickthorn Lane with Ashill junction as these are considered reasonable.	National Highways acknowledge the support for the scheme proposals.	N/A
34	Engineering design	Considers proposals for a parallel road on the western side of the A358 needed.	National Highways acknowledge the support for the scheme proposals.	N/A
35	Engineering design	Support for proposals for a parallel road on the western side of the A358 to connect Broadway St and Thickthorn Lane with Ashill junction, as it is considered to be much better for local residents than the current arrangement.	National Highways acknowledge the support for the scheme proposals.	N/A
36	Engineering design	Support for proposals for a parallel road on the western side of the A358 to connect Broadway Street and Thickthorn Lane with Ashill junction and provide access to the A358 as it is considered beneficial for local residents.	National Highways acknowledge the support for the scheme proposals.	N/A
37	Engineering design	Supports the proposals for a parallel road on the western side of the A358 to connect Broadway Street and Thickthorn Lane with Ashill junction and provide access to the A358 as considers it would be beneficial	National Highways acknowledge the support for the scheme proposals.	N/A
38	Engineering design	States support is limited for the proposals for a parallel road on the western side of the A358 to connect Broadway Street and Thickthorn Lane with Ashill junction and provide access to the A358	National Highways are adopting the latest design standards for the A358 Taunton to Southfields scheme which includes GD 300. This is part of the Design Manual for Roads and Bridges (DMRB) and includes requirements and advice for new and upgraded all-purpose trunk roads, covering four different levels of provision. Specifically, the scheme is being designed as a Level 2 dual carriageway which means it will have All-Purpose Trunk Road designation and will be accessible to agricultural vehicles. For the A358 to become a high quality dual carriageway, junctions along its length must provide a safe means with which to exit or enter the A358 dual carriageway at high speed, complying with the Design Manual for Roads and Bridges (DMRB) CD 122. As such, most of the direct local road accesses have been removed and access to the A358 is from new grade separated junctions at Mattock's Tree Green and Ashill National Highways has worked with the local highway authority, Somerset Council, to identify any potential	N/A

Appendix Table 5.1O Summary of matters raised in relation to Q4c of the feedback questionnaire in relation to proposals for a parallel road on the western side of the A358 to connect Broadway Street and Thickthorn Lane with Ashill junction and provide access to the A358 and the National Highways response

Row Number	Topic	Matters raised in response to consultation – matters copied verbatim	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Y/N or N/A)
			access issues to the local road network as a result of the scheme and will continue to engage with the relevant authorities during the detailed design process and into construction.	
39	Engineering design	Supports the proposal for a parallel road on the western side of the A358 to connect Broadway Street and Thickthorn Lane with Ashill junction as considers this will improve cycle routes in the area.	National Highways acknowledges the support received in relation to the walking, cycling and horse-riding proposals.	No
40	Engineering design	Suggests the proposals are not required if the design is changed to a simple dual carriageways and not a motorway.	The Preferred Route Announcement made in June 2019 was made taking into account public consultation feedback, and the accompanying Scheme Assessment Report (Document Reference 7.6) set out the reasons for the selection of a preferred route, including appraisal of alternatives. National Highways has progressed the scheme accordingly, and the options assessment process is set out in Environmental Statement Chapter 3 Assessment of alternatives (Document Reference 6.2). Please refer to Chapter 2 of this Consultation Report for further information. The section between Thornfalcon and Southfields is required to provide a continuous high-quality, high-performing dual carriageway across the strategic corridor, with safe overtaking opportunities. This would improve journey time reliability, allowing for higher speeds and faster connections, and improve safety by reducing accidents, for example by reducing the number of local lanes joining the A358. The scheme is part of the Government's second Road Investment Strategy (RIS2), which identifies parts of the strategic road network that need upgrading to improve safety, connectivity, and reliability for its users. The South West's economy is under-performing compared to the UK average and local councils and business leaders agree that the scheme would help connect the South West better to neighbouring regions, unlocking its potential for growth and supporting plans for more homes and jobs. The National Highways delivery plan for 2020 – 2025 confirms that we're committed to delivering a high-quality and high-performing dual carriageway route along the A303/A358 corridor, not an expressway or a motorway. This represented a change to the Government's first Road Investment Strategy (RIS1) intention to create a new Expressway corridor into the region, but the second Road Investment Strategy (RIS2) revised this intention, taking into account an expressway prohibits the use of farm vehicles, and the local area is rural in nature. As part of the scheme National Highways would permit local traffic and agricultural traffic to join the strategic network in a safe way via a limited number of junctions. The Case for the Scheme (Document Reference 7.1) explains the need for the proposed development and the reasons why the scheme put forward as part of this Development Consent Order application is the preferred solution. Details of the economic appraisal of the scheme, which forms the basis for the value for money assessment, are provided in the Combined Modelling and Appraisal Report (Document Reference 7.4).	No
41	Engineering design	Suggests an expressway is not needed here, rather better designed acceleration and deceleration slip roads onto the existing A358 are required. Suggests this stretch of the road is unproblematic and the problems occur nearer to the Southfields roundabout.	The Preferred Route Announcement made in June 2019 was made taking into account public consultation feedback, and the accompanying Scheme Assessment Report (Document Reference 7.6) set out the reasons for the selection of a preferred route, including appraisal of alternatives. National Highways has progressed the scheme accordingly, and the options assessment process is set out in Environmental Statement Chapter 3 Assessment of alternatives (Document Reference 6.2). Please refer to Chapter 2 of this Consultation Report for further information. The section between Thornfalcon and Southfields is required to provide a continuous high-quality, high-performing dual carriageway across the strategic corridor, with safe overtaking opportunities. This would improve journey time reliability, allowing for higher speeds and faster connections, and improve safety by reducing accidents, for example by reducing the number of local lanes joining the A358. The scheme is part of the Government's second Road Investment Strategy (RIS2), which identifies parts of the strategic road network that need upgrading to improve safety, connectivity, and reliability for its users. The South West's economy is under-performing compared to the UK average and local councils and business leaders agree that the scheme would help connect the South West better to neighbouring regions, unlocking its potential for growth and supporting plans for more homes and jobs. The National Highways delivery plan for 2020 – 2025 confirms that we're committed to "delivering a high-quality and high-performing dual carriageway route along the A303/A358 corridor", not an expressway or a motorway. This represented a change to the Government's first road investment Strategy (RIS1) intention to	No

Appendix Table 5.1O Summary of matters raised in relation to Q4c of the feedback questionnaire in relation to proposals for a parallel road on the western side of the A358 to connect Broadway Street and Thickthorn Lane with Ashill junction and provide access to the A358 and the National Highways response

Row Number	Topic	Matters raised in response to consultation – matters copied verbatim	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Y/N or N/A)
			"create a new Expressway corridor into the region" but the second Road Investment Strategy (RIS2) revised this intention, taking into account an expressway prohibits the use of farm vehicles, and the local area is rural nature. As part of the scheme National Highways would permit local traffic and agricultural traffic to join the strategic network in a safe way via a limited number of junctions. The Case for the Scheme (Document Reference 7.1) explains the need for the proposed development and the reasons why the scheme put forward as part of this Development Consent Order application is the preferred solution. Details of the economic appraisal of the scheme, which forms the basis for the value for money assessment, are provided in the Combined Modelling and Appraisal Report (Document Reference 7.4).	
42	Engineering design	Requests direct access onto the A358 by a conventional junction as considers it would negate the need for additional roads and the associated environmental impacts	The existing A358 also has many local roads and private accesses joining directly with it, which interrupt the flow of traffic and have the potential to create incidents, either by queueing traffic or turning movements, or by drivers trying to cross a junction to get to a village on the other side of the A358. By removing these the potential for incidents is reduced. National Highways are adopting the latest design standards for the A358 Taunton to Southfields scheme which includes GD 300. This is part of the Design Manual for Roads and Bridges (DMRB) and includes requirements and advice for new and upgraded all-purpose trunk roads, covering four different levels of provision. Specifically, the scheme is being designed as a Level 2 dual carriageway which means it will have All-Purpose Trunk Road designation and will be accessible to agricultural vehicles.	No
43	Engineering design	Considers currently cycling is limited by the A358, also considers the A3030 and A358 constrains Broadway and Horton on two sides and prevents easy access to Illminster	The existing A358 and at grade crossings discourage cycling due to the volume and speed of traffic. The scheme includes an alternative offline cycle route that uses lightly trafficked roads and traffic-free tracks, utilising existing infrastructure and allowing cyclists to pass through places of interest. This is set out in the Environmental Statement Appendix 2.1 Annex F Public Right of Way Management Plan (Document Reference 6.4). Cycling would not be prohibited on the new dual carriageway based on classification, however National Highways anticipates that the signed cycle route and local roads would be more attractive than the scheme to the majority of cyclists. Cycling between Broadway/Horton and Ilminster requires crossing passing through Southfields roundabout. The existing shared use path at Southfields roundabout between the A358 (west) and A303 (south) arms would be widened and a signal controlled crossing provided on the A358 (west) near to the services access. A crossing of the A303 (south) is outside of the scope of the scheme. National Highways are working on a future scheme for the A303 South Petherton to Southfields, carrying out a study on this section of the A303 to improve the flow of traffic. The A303 South Petherton to Southfields scheme was being considered as part of a pipeline of scheme that may be delivered through the third Road Investment Strategy (RIS3) period (2025-2030). In March 2023, Government announced the pipeline of schemes earmarked for RIS3 (covering 2025 to 2030) will continue to be developed but considered for delivery as part of RIS4 (beyond 2030). All the schemes in the pipeline programme remain uncommitted, with no guarantee they will be taken forward into construction.	Yes
44	Engineering design	Considers the proposals for a parallel road on the western side to the A358 to be too large in scale and not proportionate for the problem at hand	The proposed parallel roads aim to connect local villages to the two all-movement junctions (Mattock's Tree Green and Ashill Junction).	No
45	Engineering design	Objects to proposals as considers it unnecessary to have two roads adjacent to each other.	The proposed parallel roads aim to connect local villages to the two all-movement junctions (Mattock's Tree Green and Ashill Junction).	No
46	Engineering design	Disagrees with the proposals to create parallel roads	The proposed parallel roads aim to connect local villages to the two all-movement junctions (Mattock's Tree Green and Ashill Junction).	No
47	Engineering design	Objects to proposals to create parallel roads.	The proposed parallel roads aim to connect local villages to the two all-movement junctions (Mattock's Tree Green and Ashill Junction).	No
48	Engineering design	Considers there is no justification or requirement for providing a parallel road on the eastern side of the A358 to connect Broadway Street and Thickthorn Lane to the A358 as considers there is no fiscal benefit and that it restricts direct access from surrounding villages onto the road.	The proposed parallel roads aim to connect local villages to the two all-movement junctions (Mattock's Tree Green and Ashill Junction). The existing A358 also has many local roads and private accesses joining directly with it, which interrupt the flow of traffic and have the potential to create incidents, either by queueing traffic or turning movements, or by drivers trying to cross a junction to get to a village on the other side of the A358. By removing these the potential for incidents is reduced.	No

Appendix Table 5.1O Summary of matters raised in relation to Q4c of the feedback questionnaire in relation to proposals for a parallel road on the western side of the A358 to connect Broadway Street and Thickthorn Lane with Ashill junction and provide access to the A358 and the National Highways response

Row Number	Topic	Matters raised in response to consultation – matters copied verbatim	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Y/N or N/A)
			National Highways notes that a parallel road on the western side of the A358 to connect Broadway Street and Thickthorn Lane is to counter the effects of severance on Broadway.	
49	Engineering design	Disagrees with the proposals for a parallel road on the western side of the A358 as considers the existing A358 is adequate	The proposed parallel roads aim to connect local villages to the two all-movement junctions (Mattock's Tree Green and Ashill Junction). The proposed scheme includes upgrading the existing single carriageway to a high-quality dual carriageway. This would improve safety and deliver more reliable journeys. Local councils and business leaders agree upgrading to a high-quality dual carriageway would help connect the South West better to neighbouring regions, unlocking its potential for growth and supporting plans for more homes and jobs.	No
50	Engineering design	Considers the traffic from the north of Broadway Street be diverted through Sugg's Lane to avoid the provision of a parallel road	The proposed parallel roads aim to connect local villages to the two all-movement junctions (Mattock's Tree Green and Ashill Junction). National Highways acknowledge concerns over existing local roads. The scheme aims at reducing traffic through local towns and villages closing a number of existing accesses in order to avoid rat running. Where there would be increases in traffic on local roads, National Highways has agreed an approach with Somerset Council, the highway authority for these roads, to assess the forecast traffic impacts and determine whether mitigation is required. As part of the scheme, mitigation measures are proposed to help ensure that the increases in traffic do not have a detrimental impact on aspects such as traffic congestion or road safety on the local road network. Engagement with Somerset Council on the detailed design details of the local roads mitigation will continue into the next design stage.	No
51	Engineering design	Suggests that the parallel roads should be extended either side of the full length of the dual carriageway to provide good quality cycle paths and connect junctions that would've been blocked up. Considers these improvements would be in line with the principles of Gear Change and improve journey times for cyclists. Notes active travellers should not be ignored as they are contributing to reducing the carbon footprint of the area and reducing traffic on the road.	The scheme objectives include an accessible and integrated network. Facilities and connectivity for active travel alongside the route would be retained, and connections between communities either side of the A358 would be maintained. The scheme includes an alternative offline cycle route that uses lightly trafficked roads and traffic-free tracks, utilising existing infrastructure and allowing cyclists to pass through places of interest. Cycling would not be prohibited on the new dual carriageway based on the classification of the road. National Highways anticipates that the signed cycle route and local roads would be more attractive than the scheme to the majority of cyclists. Throughout the development of the scheme, one of our aims is to enhance access for walkers, cyclists and horse-riders who use the route. The scheme seeks to provide an offline cycle route that would serve cyclists in the local communities, giving people the opportunity to get out of their cars and onto bicycles for local journeys. It would connect to the local road network and the Sustrans national cycle network and includes new off-road routes. The scheme would provide 19 new public rights of way: seven footpaths, three bridleways and nine restricted byways. Four new traffic-free or very lightly trafficked bridges would be provided.	No
52	Engineering design	Suggests Ashill should be better connected through the use of existing road networks.	The scheme would incorporate the existing local roads network around Ashill with several new links to ensure that local access is maintained both alongside and across the route. National Highways has engaged with Somerset Council as the Local Highway Authority.	No
53	Environment	Disagrees with the proposals for a parallel road on the western side of the A358 considers it is detrimental to the environment	The proposed parallel roads aim to connect local villages to the two all-movement junctions (Mattock's Tree Green and Ashill Junction) which means all movements would be possible regardless of the approach road used. This would provide excellent connectivity for both local and regional traffic, which is a key scheme objective. National Highways note the concern over the level of environmental impact potentially arising at Ashill as a result of the scheme. The need for the scheme is established and set out in the Case for the Scheme (Document Reference 7.1). The proposals seek to address traffic congestion and safety issues that currently impact on local people and businesses (including reducing impacts on air quality), whilst seeking to improve connectivity for local residents and other road users. As part of the design development, we have adopted a mitigation hierarchy, aiming first to avoid impacts, and then to mitigate those we are unable to avoid. The mitigation measures we have adopted are described in the Environmental Statement (Document Reference 6.2).	No
54	Environment	Questions if this is the best solution in terms of minimal environmental impact.	National Highways acknowledge concern over the level of environmental impact potentially arising from the scheme. The need for the scheme is established and set out in the Case for the Scheme (Document	No

Appendix Table 5.1O Summary of matters raised in relation to Q4c of the feedback questionnaire in relation to proposals for a parallel road on the western side of the A358 to connect Broadway Street and Thickthorn Lane with Ashill junction and provide access to the A358 and the National Highways response

Row Number	Topic	Matters raised in response to consultation – matters copied verbatim	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Y/N or N/A)
			Reference 7.1). The proposals seek to address traffic congestion and safety issues that currently impact on local people and businesses (including reducing impacts on air quality), whilst seeking to improve connectivity for local residents and other road users. As part of the design development, we have adopted a mitigation hierarchy, aiming first to avoid impacts, and then to mitigate those we are unable to avoid. The mitigation measures we have adopted are described in the Environmental Statement (Document Reference 6.2).	
55	Environment	Disagrees with the proposals for a parallel road on western side of the A358 to connect Broadway Street and Thickthorn Lane with Ashill junction and provide access to the A358 as considers it will be damaging to the environment, wildlife, and cause pollution	The proposed parallel roads aim to connect local villages to the two all-movement junctions (Mattock's Tree Green and Ashill Junction) which means all movements would be possible regardless of the approach road used. This would provide excellent connectivity for both local and regional traffic, which is a key scheme objective. National Highways note the concern over the level of environmental impact potentially arising at Ashill as a result of the scheme. The need for the scheme is established and set out in the Case for the Scheme (Document Reference 7.1). The proposals seek to address traffic congestion and safety issues that currently impact on local people and businesses (including reducing impacts on air quality), whilst seeking to improve connectivity for local residents and other road users. As part of the design development, we have adopted a mitigation hierarchy, aiming first to avoid impacts, and then to mitigate those we are unable to avoid. The mitigation measures we have adopted are described in the Environmental Statement (Document Reference 6.2)	No
56	Noise and vibration	Concerned the road is moving closer to properties and this will have impacts such as noise pollution.	The effects of the scheme in relation to noise (during both construction and operation) have been assessed. This is reported in Environmental Statement Chapter 11 Noise and vibration (Document Reference 6.2), which also sets out the measures that National Highways proposes to mitigate adverse noise effects. For example, where residents would be impacted by noise as a result of the scheme, the design includes the use of low noise surfacing, cuttings, acoustic bunds and other physical features to reduce noise impacts during operation and best practicable means including some localised noise screening and low vibration plant during construction. National Highways has also produced an Environmental Management Plan (Document Reference 6.4, Appendix 2.1), which explains how the impact of construction activities will be managed. The location of acoustic bunds and barriers are shown on Environmental Statement Figure 7.8 Environmental Masterplan (Document Reference 6.3).	N/A
57	Population and human health: community impacts	Suggests the proposals in this area lack connectivity for local people to access either side of the A358, severing communities and workplaces. Highlights the local parishes in this area are connected and served by a single CoE vicar. Suggests that a road bridge at the end of Broadway Street linking with Cad Road would solve this and retain local connectivity between settlements.	National Highways acknowledges the range of views expressed including concern around impact on local people. The proposals aim to address the traffic issues and long delays currently experienced along the route and to improve traffic flow, safety and connectivity for local residents and other road users. The beneficial and adverse effects of the scheme on the local community are reported in Environmental Statement Chapter 12 Population and health (Document Reference 6.2) submitted within the DCO application. National Highways have undertaken traffic modelling of the A358 and surrounding area to understand the changes in traffic flows. An assessment of the change in traffic flows on local roads has been carried out between forecast scenarios with the scheme and without the scheme in consultation with Somerset Council, and the scheme includes mitigation measures on some of the local road network where traffic flows are forecast to change significantly. The traffic modelling undertaken shows that there will be very small changes on most local roads (a change of less than 250 vehicles per direction on a weekday in 2031), although some see a very significant benefit as a result of reductions in vehicles using alternative routes to the A358 between Taunton and Ilminster. As part of the scheme, mitigation measures on the local road network are proposed to help ensure that the increases in traffic do not have a detrimental impact on aspects such as traffic congestion or road safety on the local road network. Engagement with Somerset Council on the details of the local roads mitigation will continue into the detailed design stage, should the Development Consent Order be granted for the scheme. The methodology and results of the traffic modelling, including details of the impact of the scheme on local roads, is reported in the Combined Modelling and Appraisal Report (Document Reference 7.4).	No

Appendix Table 5.1O Summary of matters raised in relation to Q4c of the feedback questionnaire in relation to proposals for a parallel road on the western side of the A358 to connect Broadway Street and Thickthorn Lane with Ashill junction and provide access to the A358 and the National Highways response

Row Number	Topic	Matters raised in response to consultation – matters copied verbatim	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Y/N or N/A)
58	Population and human health: community impacts	Copied from 4c) (2) of the Community of Parishes response "Broadway's current direct connection to the A358 is important to the village, not just as a means for villagers to travel for work, leisure and health reasons to local or more distant destinations, but for residents in the wider area, notably in Ilminster and to the east, to reach the services Broadway provides. These include the over 2,000 people registered with Broadway's Church View Medical Centre who live outside the parish, mainly in or near Ilminster, or the families of children attending Neroche Primary School who travel to the village during term time. The communty objective from the outset has been to ensure that these important flows in and out of the village via Broadway Street are neither discouraged nor diverted to local roads in the village or via other communities in the area, like Horton and Ashill	National Highways acknowledges support for responses provided to the consultation by the Community of Parishes and individual parish councils. Full responses to each of the matters raised can be found in the Consultation Report Appendix 5.2 Table 5.2B, Appendix 6.4 and Appendix 8.2 Table 8.2B (Document Reference 5.2). Suggested alternative proposals have been considered and some elements have been adopted into the scheme design.	No
59	Population and human health: community impacts	Disagrees with the proposals for a parallel road on the western side of the A358 to connect Broadway Street and Thickthorn Lane with Ashill junction and provide access to the A358 as considers it will disrupt local villages and communities	National Highways acknowledges the range of views expressed including concern around impact on local people. The proposals aim to address the traffic issues and long delays currently experienced along the route and to improve traffic flow, safety and connectivity for local residents and other road users. The beneficial and adverse effects of the scheme on the local community are reported in Environmental Statement Chapter 12 Population and health (Document Reference 6.2).	No
60	Population and human health: community impacts	Support for this proposal is qualified. Consider Broadway's current direct connection to the A358 is important to the village, not just as a means for villagers to travel for work, leisure, education (i.e. Neroche Primary) and health reasons (i.e. Broadway Church View Medical Centre) to local or more distant destinations, but for residents in the wider area, notably in Ilminster and to the east, to reach the services Broadway provides.	For the A358 to become a high quality dual carriageway, junctions along its length must provide a safe means with which to exit or enter the A358 dual carriageway at high speed, complying with the Design Manual for Roads and Bridges (DMRB) CD 122. As such, most of the direct local road accesses have been removed and access to the A358 is from new grade separated junctions at Mattock's Tree Green and Ashill. Where the scheme is forecast to lead to increases in traffic on local roads, National Highways has agreed an approach with Somerset Council, the highway authority for these roads, to assess the forecast traffic impacts and determine whether mitigation is required. As part of the scheme, mitigation measures on the local road network are proposed to help ensure that increases in traffic do not have a detrimental impact on aspects such as traffic congestion or road safety on the local road network. Engagement with Somerset Council on the details of the local roads mitigation will continue into the detailed design stage.	No
61	Population and human health: community impacts	Supports the proposals for a parallel road on the western side of the A358 as considers it will be better for local residents	National Highways acknowledges the range of views expressed, including those received in support of the scheme.	No
62	Population and human health: community impacts	Objects to the proposals for a parallel road on the western side of the A358 as considers the proposals will impact local communities by increasing journey times.	National Highways have undertaken traffic modelling of the A358 and surrounding area to understand the changes in routeing. Most villages in the vicinity of the A358 will see little change in their routes to the east and west. Bridges and underpasses are provided or retained to allow local connectivity across the A358 once it is upgraded to a high quality dual carriageway. It is acknowledged that some of these routes are longer than the existing routes that cross the A358, however these routes are safer than those currently available due to entirely avoiding the need to interact with traffic on the A358. Checks on journey times between local villages and both M5 junction 25 and Southfields roundabout have been carried out using the traffic modelling. These show that generally there are reductions in overall journey times due to the much faster speed of the scheme, although some trips have slightly longer journey times. Journey time reliability is improved with the scheme due to the road being safer and there being safe opportunities to overtake slower vehicles. The methodology and results of the traffic modelling is reported in the Combined Modelling and Appraisal Report (Document Reference 7.4).	N/A
63	Population and human health: community impacts	Concerned that adding additional roads will remove the remote country feel of villages. Notes the remote feel is the core reason people live in the villages.	It is not considered that the proposals would result in urbanisation of the villages, however Environmental Statement Chapter 7 Landscape and visual effects (Document Reference 6.2) assesses and reports the landscape and visual impacts of the proposed scheme (including any urbanising features) on local landscape and visual receptors. Where it is possible to do so for a scheme of this nature, mitigation measures have been implemented to avoid or minimise impacts and retain local character and visual amenity.	No
64	Population and human health: community impacts	Suggests further local impact assessment is required to assess the effects the changes will have on the community.	National Highways acknowledges the range of views expressed including concern around impact on local people. The proposals aim to address the traffic issues and long delays currently experienced along the route and to improve traffic flow, safety and connectivity for local residents and other road users. The beneficial and adverse effects of the scheme on the local community are reported in Environmental Statement Chapter 12 Population and health (Document Reference 6.2).	No

Appendix Table 5.1O Summary of matters raised in relation to Q4c of the feedback questionnaire in relation to proposals for a parallel road on the western side of the A358 to connect Broadway Street and Thickthorn Lane with Ashill junction and provide access to the A358 and the National Highways response

Row Number	Topic	Matters raised in response to consultation – matters copied verbatim	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Y/N or N/A)
65	Population and human health: community impacts	Objects to the proposals for a parallel road on the western side of the A358 as considers during a time of climate change the proposals will cause a damaging rearrangement of the countryside.	The scheme has been costed within the financial framework established by the second Road Investment Strategy (RIS2). National Highways has carefully considered alternatives to the scheme during the refinement of the proposed design and through the options identification and appraisal process, leading to the Preferred Route Announcement in June 2019. This concluded that even substantial improvements to public transport provision, predominantly in the form of rail improvements, would not sufficiently reduce the number of vehicles to help address the identified problems along the A303/A358 corridor.	No
66	Population and human health: community impacts	Copied response from 4c) (2) of the Community of Parishes response.	National Highways acknowledges support for responses provided to the consultation by the Community of Parishes and individual parish councils. Full responses to each of the matters raised can be found in the Consultation Report Appendix 5.2 Table 5.2B, Appendix 6.4 and Appendix 8.2 Table 8.2B (Document Reference 5.2). Suggested alternative proposals have been considered and some elements have been adopted into the scheme design.	No
67	Principle of development	Considers the proposals excessive to solve the problem with the A358. Highlights that the main congestion problem is the approach to J25 from Henlade and suggests this should be solved with a wider selection of road with more lane options in the last 300m of the approach.	The Preferred Route Announcement made in June 2019 was made considering public consultation feedback, and the accompanying Scheme Assessment Report (Document Reference 7.6) set out the reasons for the selection of a preferred route, including appraisal of alternatives. National Highways has progressed the scheme accordingly, and the options assessment process is set out in Environmental Statement Chapter 3 Assessment of alternatives (Document Reference 6.2). Please refer to Chapter 2 of this Consultation Report (Document Reference 5.1) for further information. The route is required to provide a continuous high quality dual carriageway across the strategic corridor, with safe overtaking opportunities. This would improve journey time reliability, allowing for higher speeds and faster connections, and improve safety by reducing accidents, for example by reducing the number of local lanes joining the A358. Somerset County Council completed an improvement scheme at M5 junction 25 in January 2021. This has increased the capacity at the roundabout and its approach arms significantly as the roundabout has been widened from three to four lanes. As part of the A358 Taunton to Southfields Dualling scheme, further enhancements are proposed at M5 junction 25, which would mean it would continue to operate within its capacity. The results of associated traffic modelling for M5 junction 25 are reported in the Combined Modelling and Appraisal Report (Document Reference 7.4).	No
68	Principle of development	Asks why there is a need for a parallel road	National Highways notes that a parallel road on the western side of the A358 to connect Broadway Street and Thickthorn Lane is to counter the effects of severance on Broadway.	N/A
69	Principle of development	Objection to the proposals for a parallel road to connect Broadway St and Thickhorn Lane with the new Ashill junction as this is considered a solution arising out of unnecessary dualling of the A358.	National Highways notes that a parallel road on the western side of the A358 to connect Broadway Street and Thickthorn Lane is to counter the effects of severance on Broadway.	N/A
70	Principle of development	Objection to the principle of development and concern that proposals are unjustified. Concern that the benefits to be gained are minimal and that the scheme would bring potentially serious negative impacts. Considers the objectives mentioned for the scheme to be general, potentially disingenuous and un-quantified.	National Highways acknowledges the range of views expressed relating to the need for the scheme and those responses received which object to the scheme going ahead in principle. The need for the scheme is established and set out in the Case for the Scheme (Document Reference 7.1). The proposals seek to address traffic congestion and safety issues that currently impact on local people and businesses, whilst seeking to improve connectivity for local residents and other road users. The proposed scheme is part of the Government's second Road Investment Strategy (RIS2), which identifies parts of the strategic road network that need upgrading to improve safety, connectivity, and reliability for its users. The South West's economy is under-performing compared to the UK average. Local councils and business leaders agree that upgrading the rest of the A303/A358 corridor to dual carriageway would help connect the South West better to neighbouring regions, unlocking its potential for growth and supporting plans for more homes and jobs. Details of the economic appraisal of the scheme, which forms the basis for the value for money assessment, are provided in the Combined Modelling and Appraisal Report (Document Reference 7.4). National Highways acknowledges the range of views expressed including concern around impact on local	N/A

Appendix Table 5.1O Summary of matters raised in relation to Q4c of the feedback questionnaire in relation to proposals for a parallel road on the western side of the A358 to connect Broadway Street and Thickthorn Lane with Ashill junction and provide access to the A358 and the National Highways response

Row Number	Topic	Matters raised in response to consultation – matters copied verbatim	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Y/N or N/A)
			people. The beneficial and adverse effects of the scheme on the local community are reported in Environmental Statement Chapter 12 Population and human health (Document Reference 6.2).	
71	Principle of development	Objection to proposal based on that it is not required	National Highways acknowledges the range of views expressed relating to the need for the scheme and those responses received which object to the scheme going ahead in principle. The need for the scheme is established and set out in the Case for the Scheme (Document Reference 7.1). The proposals seek to address traffic congestion and safety issues that currently impact on local people and businesses, whilst seeking to improve connectivity for local residents and other road users. The proposed scheme is part of the Government's second Road Investment Strategy (RIS2), which identifies parts of the strategic road network that need upgrading to improve safety, connectivity, and reliability for its users. The South West's economy is under-performing compared to the UK average. Local councils and business leaders agree that upgrading the rest of the A303/A358 corridor to dual carriageway would help connect the South West better to neighbouring regions, unlocking its potential for growth and supporting plans for more homes and jobs. Details of the economic appraisal of the scheme, which forms the basis for the value for money assessment, are provided in the Combined Modelling and Appraisal Report (Document Reference 7.4).	N/A
72	Principle of development	Objects to the principle of development. Suggests the road should be decommissioned and is saddened that National Highways nor the government has the interests of people at heart. Concerned that public opinions for objection will not be accounted for despite the public being well informed.	National Highways acknowledges the range of views expressed relating to the need for the scheme and those responses received which object to the scheme going ahead in principle. The need for the scheme is established and set out in the Case for the Scheme (Document Reference 7.1). The proposals seek to address traffic congestion and safety issues that currently impact on local people and businesses, whilst seeking to improve connectivity for local residents and other road users. The proposed scheme is part of the Government's second Road Investment Strategy (RIS2), which identifies parts of the strategic road network that need upgrading to improve safety, connectivity, and reliability for its users. The South West's economy is under-performing compared to the UK average. Local councils and business leaders agree that upgrading the rest of the A303/A358 corridor to dual carriageway would help connect the South West better to neighbouring regions, unlocking its potential for growth and supporting plans for more homes and jobs. Details of the economic appraisal of the scheme, which forms the basis for the value for money assessment, are provided in the Combined Modelling and Appraisal Report (Document Reference 7.4). As set out in the main body of the Consultation Report (Document Reference 5.1), National Highways recognises the importance of engaging with local residents and businesses throughout the DCO process and has carefully considered all consultation and engagement feedback from individuals and organisations, making some design changes as a result. It is intended that engagement with stakeholders will continue throughout examination, detailed design and construction. Information on how consultation responses are dealt with is available in the Consultation Report Chapters 5, 8 and 9 (Document Reference 5.1).	N/A
73	Principle of development	Supports proposals for a parallel road to the west of the A358 as it is a logical solution	National Highways acknowledges the range of views expressed, including those received in support of the scheme.	N/A
74	Principle of development	Supports proposals as they retain communication with existing west side villages	National Highways acknowledges the range of views expressed, including those received in support of the scheme.	N/A
75	Principle of development	Supports the scheme, considers the road improvement is needed.	National Highways acknowledges the range of views expressed, including those received in support of the scheme.	N/A
76	Principle of development	Supports proposals for a western parallel road as they would be beneficial for local residents	National Highways acknowledges the range of views expressed, including those received in support of the scheme.	N/A
77	Principle of development	Considers the proposals a total waste of money and not needed.	National Highways assess the costs and benefits of the scheme using a number of different assessments to understand impacts including journey time savings to road users, road safety, wider economic impacts, and a range of environmental aspects. The scheme is reviewed by both National Highways and the Department for Transport to examine whether the benefits outweigh the costs, and whether the business case for the	N/A

Appendix Table 5.1O Summary of matters raised in relation to Q4c of the feedback questionnaire in relation to proposals for a parallel road on the western side of the A358 to connect Broadway Street and Thickthorn Lane with Ashill junction and provide access to the A358 and the National Highways response

Row Number	Topic	Matters raised in response to consultation – matters copied verbatim	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Y/N or N/A)
			scheme is sufficient strong to support delivery. This is reviewed at every stage of work to determine whether the scheme delivery should be continued; the scheme has already gone through a strategic outline business case, and the preliminary design stage sets out the outline business case (a more detailed version). A full business case will be prepared during construction preparation if the Development Consent Order is granted. The proposed scheme is part of the Government's Road Investment Strategy 2 (RIS2), which identifies parts of the strategic road network that need upgrading to improve safety, connectivity, and reliability for its users. The South West's economy is under-performing compared to the rest of the United Kingdom and local councils and business leaders agree that the scheme would help connect the South West better to neighbouring regions, unlocking its potential for growth and supporting plans for more homes and jobs. The Case for the Scheme (Document Reference 7.1) explains the need for the proposed development and the reasons why the scheme put forward as part of this Development Consent Order application is the preferred solution. Details of the economic appraisal of the scheme, which forms the basis for the value for money assessment, are provided in the Combined Modelling and Appraisal Report (Document Reference 7.4).	
78	Principle of development	Objects to the whole scheme with the exception of Henlade bypass and improvements to the Southfields roundabout.	The Preferred Route Announcement made in June 2019 was made considering public consultation feedback, and the accompanying Scheme Assessment Report (Document Reference 7.6) set out the reasons for the selection of a preferred route, including appraisal of alternatives. National Highways has progressed the scheme accordingly, and the options assessment process is set out in Environmental Statement Chapter 3 Assessment of alternatives (Document Reference 6.2). Please refer to Chapter 2 of this Consultation Report (Document Reference 5.1) for further information. National Highways acknowledges the comment. The section between Thornfalcon and Southfields is required to provide a continuous high quality dual carriageway across the strategic corridor, with safe overtaking opportunities. This would improve journey time reliability, allowing for higher speeds and faster connections, and improve safety by reducing accidents, for example by reducing the number of local lanes joining the A358. Part of the scheme includes upgrades to the Southfields roundabout so that we can safely adapt it to the new dual carriageway. Although a full upgrade of the roundabout is not included in these plans, National Highways are working on a future scheme for the A303 South Petherton to Southfields, carrying out a study on this section of the A303 to improve the flow of traffic. The A303 South Petherton to Southfields scheme was being considered as part of a pipeline of schemes that may be delivered through the third Road Investment Strategy (RIS3) period (2025-2030). In March 2023, Government announced the pipeline of schemes earmarked for RIS3 (covering 2025 to 2030) will continue to be developed but considered for delivery as part of RIS4 (beyond 2030). All the schemes in the pipeline programme remain uncommitted, with no guarantee they will be taken forward into construction.	N/A
79	Principle of development	No explanation has been provided as to why adoption of the Expressway standard is more relevant to the circumstances of the route than the standard adopted, for instance, for the Sparkford to Ilchester section of the A303 currently under construction. That section of the A303 will have slip roads of the type needed at Broadway Street.	The National Highways delivery plan for 2020 – 2025 confirms that we're committed to delivering a high-quality and high-performing dual carriageway route along the A303/A358 corridor, not an expressway or a motorway. This represented a change to the Government's first Road Investment Strategy (RIS1) intention to create a new Expressway corridor into the region, but the second Road Investment Strategy (RIS2) revised this intention, taking into account an expressway prohibits the use of farm vehicles, and the local area is rural in nature. As part of the scheme National Highways would permit local traffic and agricultural traffic to join the strategic network in a safe way via a limited number of junctions.	N/A
80	Principle of development	Suggests the scheme is excessive and costly for problems that are only experienced during peak times and on a relatively short section of road. Considers the scheme to be a poor use of resources. Concerned by the amount of roads and roundabouts planned and the subsequent impact on the environment, landscape, wildlife and rural communities.	National Highways acknowledge concern over the level of environmental impact potentially arising from the scheme. The need for the scheme is established and set out in the Case for the Scheme (Document Reference 7.1). The proposals seek to address traffic congestion and safety issues that currently impact on local people and businesses (including reducing impacts on air quality), whilst seeking to improve connectivity for local residents and other road users. By improving congestion and reliability, the scheme aims to reduce the likelihood of drivers choosing alternative routes through neighbouring communities and make it easier for drivers, walkers, cyclists and other local road users to get around.	N/A

Appendix Table 5.1O Summary of matters raised in relation to Q4c of the feedback questionnaire in relation to proposals for a parallel road on the western side of the A358 to connect Broadway Street and Thickthorn Lane with Ashill junction and provide access to the A358 and the National Highways response

Row Number	Topic	Matters raised in response to consultation – matters copied verbatim	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Y/N or N/A)
			National Highways has undertaken traffic modelling of the A358 and surrounding area to understand the changes in traffic flows. The results are reported in the Combined Modelling and Appraisal Report (Document Reference 7.4) and shows that there will be slight or negligible changes on most local roads, although with some seeing very significant benefits as a result of reductions in vehicles using alternative routes to the A358 between Taunton and Ilminster. As part of the design development, we have adopted a mitigation hierarchy, aiming first to avoid impacts, and then to mitigate those we are unable to avoid. The mitigation measures we have adopted are described in Chapter 2 The project of the Environmental Statement (Document Reference 6.2). The Environmental Impact Assessment (EIA) applies a set of nationally accepted methodologies to assess the potential environmental implications of the scheme on the environment, in accordance with the Design Manual for Roads and Bridges standards. The methodology, including study areas, for each of the environmental topics considered in the Environmental Statement (Document Reference 6.2) are set in the individual topic chapters, referring to the relevant standards as appropriate. The EIA uses a set of nationally accepted methodologies to assess the potential environmental implications of the scheme on the environment. These methodologies define the study area to be used for each discipline, and for biodiversity, each species. These areas provide a nationally consistent approach to assessing the environmental implications of Nationally Significant Infrastructure Projects and they have been consistently utilised in this project.	
81	Road drainage and the water environment	Supports proposals for a parallel road on the western side of the A358 to connect Broadway Street and Thickthorn Lane with Ashill junction. Highlights flooding issues at Broadway Street Road off the A358.	The support for the proposals at Broadway are welcomed. National Highways acknowledge the information shared regarding existing flooding. As set out in Environmental Statement Chapter 13 Road drainage and the water environment (Document Reference 6.2), appropriate assessment and flood modelling work has been undertaken to inform the design of the road drainage system. This has determined the size of attenuation needed to store excess surface water generated by the hard road surfaces. These attenuation basins will then allow water to flow into the local rivers at a controlled rate once they have returned to normal level. The drainage design of the scheme is to modern standards and accounts for the extremes in rainfall and potential increases in rain storm intensity and volumes as a result of climate change.	Yes
82	Safety and road accidents	Requests more safety design features are included to protect vulnerable users	By improving congestion and reliability, the scheme aims to reduce the likelihood of drivers choosing alternative routes through neighbouring communities and make it easier for drivers, walkers, cyclists and other local road users to get around. National Highways has undertaken traffic modelling of the A358 and surrounding area to understand the changes in traffic flows. The results are reported in the Combined Modelling and Appraisal Report (Document Reference 7.4) and shows that there will be slight or negligible changes on most local roads, although with some seeing very significant benefits as a result of reductions in vehicles using alternative routes to the A358 between Taunton and Ilminster. Where the scheme is forecast to lead to increases in traffic on local roads, National Highways has agreed an approach with Somerset Council, the highway authority for these roads, to assess the forecast traffic impacts and determine whether mitigation is required. As part of the scheme, mitigation measures on the local road network are proposed to help ensure that increases in traffic do not have a detrimental impact on aspects such as traffic congestion or road safety on the local road network. Engagement with Somerset Council on the details of the local roads mitigation will continue into the detailed design stage.	Yes
83	Safety and road accidents	States there needs to be safe access facilities for cyclists, walkers and local cars	By improving congestion and reliability, the scheme aims to reduce the likelihood of drivers choosing alternative routes through neighbouring communities and make it easier for drivers, walkers, cyclists and other local road users to get around. National Highways has undertaken traffic modelling of the A358 and surrounding area to understand the changes in traffic flows. The results are reported in the Combined Modelling and Appraisal Report (Document Reference 7.4) and shows that there will be slight or negligible changes on most local roads, although with some seeing very significant benefits as a result of reductions in vehicles using alternative routes to the A358 between Taunton and Ilminster. Where the scheme is forecast to lead to increases in traffic on local roads, National Highways has agreed an approach with Somerset Council, the highway authority for these roads, to assess the forecast traffic impacts and determine whether mitigation is required. As part of the scheme, mitigation measures on the local road network are proposed to help ensure that increases in traffic do not have a detrimental impact on aspects	Yes

Appendix Table 5.1O Summary of matters raised in relation to Q4c of the feedback questionnaire in relation to proposals for a parallel road on the western side of the A358 to connect Broadway Street and Thickthorn Lane with Ashill junction and provide access to the A358 and the National Highways response

Row Number	Topic	Matters raised in response to consultation – matters copied verbatim	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Y/N or N/A)
			such as traffic congestion or road safety on the local road network. Engagement with Somerset Council on the details of the local roads mitigation will continue into the detailed design stage.	
84	Safety and road accidents	Support proposals for a parallel road on the western side of the A358 to connect Broadway Street and Thickthorn Lane with Ashill junction and provide access to the A358 as it is considered that this would provide safe access for local residents.	National Highways acknowledges the range of views expressed, including those received in support of the scheme.	N/A
85	Safety and road accidents	Proposes that Broadway road should be closed off at the Broadway Parish Church end and should not lead on to the A358. Highlights that the road has become increasingly dangerous due to speeding traffic using it as a rat run when Southfields round about is congested. Notes that there is a GP Practice, Village Hall and work premises without pavement safety.	By improving congestion and reliability, the scheme aims to reduce the likelihood of drivers choosing alternative routes through neighbouring communities and make it easier for drivers, walkers, cyclists and other local road users to get around. National Highways has undertaken traffic modelling of the A358 and surrounding area to understand the changes in traffic flows. The results are reported in the Combined Modelling and Appraisal Report (Document Reference 7.4) and shows that there will be slight or negligible changes on most local roads, although with some seeing very significant benefits as a result of reductions in vehicles using alternative routes to the A358 between Taunton and Ilminster. Where the scheme is forecast to lead to increases in traffic on local roads, National Highways has agreed an approach with Somerset Council, the highway authority for these roads, to assess the forecast traffic impacts and determine whether mitigation is required. As part of the scheme, mitigation measures on the local road network are proposed to help ensure that increases in traffic do not have a detrimental impact on aspects such as traffic congestion or road safety on the local road network. Engagement with Somerset Council on the details of the local roads mitigation will continue into the detailed design stage.	No
86	Safety and road accidents	Concern that proposals for a parallel road on the western side of the A358 will increase traffic in Broadway and along Broadway lane which is not or safety. Concern this route takes traffic past a local primary school	By improving congestion and reliability, the scheme aims to reduce the likelihood of drivers choosing alternative routes through neighbouring communities and make it easier for drivers, walkers, cyclists and other local road users to get around. National Highways has undertaken traffic modelling of the A358 and surrounding area to understand the changes in traffic flows. The results are reported in the Combined Modelling and Appraisal Report (Document Reference 7.4) and shows that there will be slight or negligible changes on most local roads, although with some seeing very significant benefits as a result of reductions in vehicles using alternative routes to the A358 between Taunton and Ilminster. Where the scheme is forecast to lead to increases in traffic on local roads, National Highways has agreed an approach with Somerset Council, the highway authority for these roads, to assess the forecast traffic impacts and determine whether mitigation is required. As part of the scheme, mitigation measures on the local road network are proposed to help ensure that increases in traffic do not have a detrimental impact on aspects such as traffic congestion or road safety on the local road network. Engagement with Somerset Council on the details of the local roads mitigation will continue into the detailed design stage.	N/A
87	Safety and road accidents	Suggests traffic calming measures should be incorporated into the proposals the parallel road on the western side of the A358 to connect Broadway Street and Thickthorn Lane with Ashill junction.	By improving congestion and reliability, the scheme aims to reduce the likelihood of drivers choosing alternative routes through neighbouring communities and make it easier for drivers, walkers, cyclists and other local road users to get around. National Highways has undertaken traffic modelling of the A358 and surrounding area to understand the changes in traffic flows. The results are reported in the Combined Modelling and Appraisal Report (Document Reference 7.4) and shows that there will be slight or negligible changes on most local roads, although with some seeing very significant benefits as a result of reductions in vehicles using alternative routes to the A358 between Taunton and Ilminster. Where the scheme is forecast to lead to increases in traffic on local roads, National Highways has agreed an approach with Somerset Council, the highway authority for these roads, to assess the forecast traffic impacts and determine whether mitigation is required. As part of the scheme, mitigation measures on the local road network are proposed to help ensure that increases in traffic do not have a detrimental impact on aspects such as traffic congestion or road safety on the local road network. Engagement with Somerset Council on the details of the local roads mitigation will continue into the detailed design stage.	No
88	Safety and road accidents	Considers cycling from Broadway require cycling on the old A303 route from Horton will be dangerous due to traffic travelling at high speeds. Requests the bridged crossing point be located at the end of Broadway	The identified offline cycle route runs along the A358 (west, i.e. the old A303) between Horton Cross and Southfields roundabout. Most of this 500m length of carriageway is outside the scheme boundary and the responsibility of the local highway authority. The scheme includes improvements to benefit cyclists on	Yes

Appendix Table 5.1O Summary of matters raised in relation to Q4c of the feedback questionnaire in relation to proposals for a parallel road on the western side of the A358 to connect Broadway Street and Thickthorn Lane with Ashill junction and provide access to the A358 and the National Highways response

Row Number	Topic	Matters raised in response to consultation – matters copied verbatim	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Y/N or N/A)
		Road or the cycling provision from Horton to the bridge over the A358 to be improved to provide safe cycling environment	approach to Southfields roundabout. As an outcome of consultation, a new overbridge at Jordans Farm replaces Ding bridge. It would connect the old A358 at Horton Cross and Cad Road and be classified as a restricted byway. The overbridge would be shared use with the landowner and very lightly trafficked.	
89	Safety and road accidents	Disagrees with the proposals for a parallel road on the western side of the A358 as considers more rural-style options should be considered to enhance local access and simplify the number of entry/exit points to the current A358 to improve road safety	For the A358 to become a high quality dual carriageway, junctions along its length must provide a safe means with which to exit or enter the A358 dual carriageway at high speed, complying with the Design Manual for Roads and Bridges (DMRB) CD 122. As such, most of the direct local road accesses have been removed and access to the A358 is from new grade separated junctions at Mattock's Tree Green and Ashill. Where the scheme is forecast to lead to increases in traffic on local roads, National Highways has agreed an approach with Somerset Council, the highway authority for these roads, to assess the forecast traffic impacts and determine whether mitigation is required. As part of the scheme, mitigation measures on the local road network are proposed to help ensure that increases in traffic do not have a detrimental impact on aspects such as traffic congestion or road safety on the local road network. Engagement with Somerset Council on the details of the local roads mitigation will continue into the detailed design stage.	No
90	Traffic, access and modelling	Concerned the proposals sever communities and workplaces either side of the A358. Suggests a road bridge at the end of Broadway Street linking to Cad Road would solve this and retain local connectivity.	A link between Broadway Street and the Ashill junction is part of the scheme and provides a relatively direct route between Broadway and Ilton, utilising the overbridge at Ashill. As part of the Economic Appraisal of the proposed A358 scheme, series of non-monetised impacts were assessed in addition to the monetised impacts. This included an assessment of the severance of the proposed scheme. The overall assessment on severance is considered to be neutral for the proposed A358 scheme. This is because the potential increases in severance are broadly balanced by relief of severance. By improving congestion and reliability, the scheme aims to reduce the likelihood of drivers choosing alternative routes through neighbouring communities and make it easier for drivers, walkers, cyclists and other local road users to get around. National Highways has undertaken traffic modelling of the A358 and surrounding area to understand the changes in traffic flows. The results are reported in the Combined Modelling and Appraisal Report (Document Reference 7.4) and shows that there will be slight or negligible changes on most local roads, although with some seeing very significant benefits as a result of reductions in vehicles using alternative routes to the A358 between Taunton and Ilminster. Where the scheme is forecast to lead to increases in traffic on local roads, National Highways has agreed an approach with Somerset Council, the highway authority for these roads, to assess the forecast traffic impacts and determine whether mitigation is required. As part of the scheme, mitigation measures on the local road network are proposed to help ensure that increases in traffic do not have a detrimental impact on aspects such as traffic congestion or road safety on the local road network. Engagement with Somerset Council on the details of the local roads mitigation will continue into the detailed design stage.	No
91	Traffic, access and modelling	Concern that proposals for a parallel road on the western side of the A358 will increase traffic in Broadway and along Broadway lane which is not conducive for traffic flow.	By improving congestion and reliability, the scheme aims to reduce the likelihood of drivers choosing alternative routes through neighbouring communities and make it easier for drivers, walkers, cyclists and other local road users to get around. National Highways has undertaken traffic modelling of the A358 and surrounding area to understand the changes in traffic flows. The results are reported in the Combined Modelling and Appraisal Report (Document Reference 7.4) and shows that there will be slight or negligible changes on most local roads, although with some seeing very significant benefits as a result of reductions in vehicles using alternative routes to the A358 between Taunton and Ilminster. Where the scheme is forecast to lead to increases in traffic on local roads, National Highways has agreed an approach with Somerset Council, the highway authority for these roads, to assess the forecast traffic impacts and determine whether mitigation is required. As part of the scheme, mitigation measures on the local road network are proposed to help ensure that increases in traffic do not have a detrimental impact on aspects such as traffic congestion or road safety on the local road network. Engagement with Somerset Council on the details of the local roads mitigation will continue into the detailed design stage.	N/A

Appendix Table 5.1O Summary of matters raised in relation to Q4c of the feedback questionnaire in relation to proposals for a parallel road on the western side of the A358 to connect Broadway Street and Thickthorn Lane with Ashill junction and provide access to the A358 and the National Highways response

Row Number	Topic	Matters raised in response to consultation – matters copied verbatim	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Y/N or N/A)
92	Traffic, access and modelling	Considers Broadway Street/Road incapable of taking two-way traffic. Notes it floods, is impassable, and even if travelling on-way it is difficult due to the rat run through Horton and Broadway when Southfields roundabout is blocked. Questions if the rat run through Suggs Lane and Broadway Road will be stopped.	By improving congestion and reliability, the scheme aims to reduce the likelihood of drivers choosing alternative routes through neighbouring communities and make it easier for drivers, walkers, cyclists and other local road users to get around. National Highways has undertaken traffic modelling of the A358 and surrounding area to understand the changes in traffic flows. The results are reported in the Combined Modelling and Appraisal Report (Document Reference 7.4) and shows that there will be slight or negligible changes on most local roads, although with some seeing very significant benefits as a result of reductions in vehicles using alternative routes to the A358 between Taunton and Ilminster. Where the scheme is forecast to lead to increases in traffic on local roads, National Highways has agreed an approach with Somerset Council, the highway authority for these roads, to assess the forecast traffic impacts and determine whether mitigation is required. As part of the scheme, mitigation measures on the local road network are proposed to help ensure that increases in traffic do not have a detrimental impact on aspects such as traffic congestion or road safety on the local road network. Engagement with Somerset Council on the details of the local roads mitigation will continue into the detailed design stage.	N/A
93	Traffic, access and modelling	Acknowledges that access for residents is needed however concerned about the risks of creating a rat run through Ashill when the A358 is closed for roadworks, accidents or flooding.	By improving congestion and reliability, the scheme aims to reduce the likelihood of drivers choosing alternative routes through neighbouring communities and make it easier for drivers, walkers, cyclists and other local road users to get around. National Highways has undertaken traffic modelling of the A358 and surrounding area to understand the changes in traffic flows. The results are reported in the Combined Modelling and Appraisal Report (Document Reference 7.4) and shows that there will be slight or negligible changes on most local roads, although with some seeing very significant benefits as a result of reductions in vehicles using alternative routes to the A358 between Taunton and Ilminster. Where the scheme is forecast to lead to increases in traffic on local roads, National Highways has agreed an approach with Somerset Council, the highway authority for these roads, to assess the forecast traffic impacts and determine whether mitigation is required. As part of the scheme, mitigation measures on the local road network are proposed to help ensure that increases in traffic do not have a detrimental impact on aspects such as traffic congestion or road safety on the local road network. Engagement with Somerset Council on the details of the local roads mitigation will continue into the detailed design stage. During the 2021 statutory consultation, it was noted that there was concern about the rise in traffic flow forecast through the village of Ashill. As a result, National Highways proposed some changes along the old A358 though Ashill which would reduce driver speeds and therefore improve safety for all road users. The changes proposed are to narrow the road, build sections of kerbs or footways into the road and improved pedestrian crossing facilities at several locations through the village as well as enhancing road signing and marking. These measures have been agreed in principle with Somerset Council, however further work is required to agree aspects such as the detailed design and construction specification. These measures would reduce driver speeds and therefore improve safety for all users.	N/A
94	Traffic, access and modelling	Opposes parallel road due to concern that it would cause unnecessary traffic to Ashill creating a rat-run.	By improving congestion and reliability, the scheme aims to reduce the likelihood of drivers choosing alternative routes through neighbouring communities and make it easier for drivers, walkers, cyclists and other local road users to get around. National Highways has undertaken traffic modelling of the A358 and surrounding area to understand the changes in traffic flows. The results are reported in the Combined Modelling and Appraisal Report (Document Reference 7.4) and shows that there will be slight or negligible changes on most local roads, although with some seeing very significant benefits as a result of reductions in vehicles using alternative routes to the A358 between Taunton and Ilminster. Where the scheme is forecast to lead to increases in traffic on local roads, National Highways has agreed an approach with Somerset Council, the highway authority for these roads, to assess the forecast traffic impacts and determine whether mitigation is required. As part of the scheme, mitigation measures on the local road network are proposed to help ensure that increases in traffic do not have a detrimental impact on aspects such as traffic congestion or road safety on the local road network. Engagement with Somerset Council on the details of the local roads mitigation will continue into the detailed design stage.	N/A

Appendix Table 5.1O Summary of matters raised in relation to Q4c of the feedback questionnaire in relation to proposals for a parallel road on the western side of the A358 to connect Broadway Street and Thickthorn Lane with Ashill junction and provide access to the A358 and the National Highways response

Row Number	Topic	Matters raised in response to consultation – matters copied verbatim	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Y/N or N/A)
			During the 2021 statutory consultation, it was noted that there was concern about the rise in traffic flow forecast through the village of Ashill. As a result, National Highways proposed some changes along the old A358 though Ashill which would reduce driver speeds and therefore improve safety for all road users. The changes proposed are to narrow the road, build sections of kerbs or footways into the road and improved pedestrian crossing facilities at several locations through the village as well as enhancing road signing and marking. These measures have been agreed in principle with Somerset Council, however further work is required to agree aspects such as the detailed design and construction specification. These measures would reduce driver speeds and therefore improve safety for all users.	
95	Traffic, access and modelling	Notes access to the A358 from Broadway and Horton is essential and considers a junction at Rapps to be the only suitable location for this. Suggests a slip road at Broadway Street would be a better solution.	For the A358 to become a high quality dual carriageway, junctions along its length must provide a safe means with which to exit or enter the A358 dual carriageway at high speed, complying with the Design Manual for Roads and Bridges (DMRB) CD 122. As such, most of the direct local road accesses have been removed and access to the A358 is from new grade separated junctions at Mattock's Tree Green and Ashill. Where the scheme is forecast to lead to increases in traffic on local roads, National Highways has agreed an approach with Somerset Council, the highway authority for these roads, to assess the forecast traffic impacts and determine whether mitigation is required. As part of the scheme, mitigation measures on the local road network are proposed to help ensure that increases in traffic do not have a detrimental impact on aspects such as traffic congestion or road safety on the local road network. Engagement with Somerset Council on the details of the local roads mitigation will continue into the detailed design stage.	No
96	Traffic, access and modelling	Requests a direct access onto the A358 with conventional junctions to connect Broadway Street and Thickthorn Lane with Ashill junction	For the A358 to become a high quality dual carriageway, junctions along its length must provide a safe means with which to exit or enter the A358 dual carriageway at high speed, complying with the Design Manual for Roads and Bridges (DMRB) CD 122. As such, most of the direct local road accesses have been removed and access to the A358 is from new grade separated junctions at Mattock's Tree Green and Ashill. Where the scheme is forecast to lead to increases in traffic on local roads, National Highways has agreed an approach with Somerset Council, the highway authority for these roads, to assess the forecast traffic impacts and determine whether mitigation is required. As part of the scheme, mitigation measures on the local road network are proposed to help ensure that increases in traffic do not have a detrimental impact on aspects such as traffic congestion or road safety on the local road network. Engagement with Somerset Council on the details of the local roads mitigation will continue into the detailed design stage.	No
97	Traffic, access and modelling	Concerned the proposals will encourage people travelling north to Broadway to use Suggs Lane which is unsuitable for increased traffic levels. Notes a traditional slip way at Broadway Road would solve this.	For the A358 to become a high quality dual carriageway, junctions along its length must provide a safe means with which to exit or enter the A358 dual carriageway at high speed, complying with the Design Manual for Roads and Bridges (DMRB) CD 122. As such, most of the direct local road accesses have been removed and access to the A358 is from new grade separated junctions at Mattock's Tree Green and Ashill. Where the scheme is forecast to lead to increases in traffic on local roads, National Highways has agreed an approach with Somerset Council, the highway authority for these roads, to assess the forecast traffic impacts and determine whether mitigation is required. As part of the scheme, mitigation measures on the local road network are proposed to help ensure that increases in traffic do not have a detrimental impact on aspects such as traffic congestion or road safety on the local road network. Engagement with Somerset Council on the details of the local roads mitigation will continue into the detailed design stage.	No
98	Traffic, access and modelling	Copied response from 4c) (3) of the Community of Parishes response.	National Highways acknowledges support for responses provided to the consultation by the Community of Parishes and individual parish councils. Full responses to each of the matters raised can be found in the Consultation Report Appendix 5.2 Table 5.2B, Appendix 6.4 and Appendix 8.2 Table 8.2B (Document Reference 5.2). Suggested alternative proposals have been considered and some elements have been adopted into the scheme design.	N/A
99	Traffic, access and modelling	Copied from 4c) (3) of the Community of Parishes response "The proposed link connecting Broadway Street and Thickthorn Lane to the proposed Ashill junction achieves some of this objective. Accordingly, there is support for National Highways' proposals for Broadway Street in this respect. However, National Highways' plans fail to provide direct access to Broadway off the A358 for eastbound traffic. Such traffic would have to use the less convenient Ashill junction, involving an unrealistic additional 3.2 miles for a round trip from Southfields roundabout, twice the distance compared to the Suggs Lane route. There is significant local concern that those wishing to reach Broadway for medical, educational, social or employment purposes may be discouraged from doing so or would use the	National Highways acknowledges support for responses provided to the consultation by the Community of Parishes and individual parish councils. Full responses to each of the matters raised can be found in the Consultation Report Appendix 5.2 Table 5.2B, Appendix 6.4 and Appendix 8.2 Table 8.2B (Document Reference 5.2). Suggested alternative proposals have been considered and some elements have been adopted into the scheme design.	N/A

Appendix Table 5.1O Summary of matters raised in relation to Q4c of the feedback questionnaire in relation to proposals for a parallel road on the western side of the A358 to connect Broadway Street and Thickthorn Lane with Ashill junction and provide access to the A358 and the National Highways response

Row Number	Topic	Matters raised in response to consultation – matters copied verbatim	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Y/N or N/A)
		shorter route via Suggs Lane, which is totally unsuitable for increased levels of traffic.		
100	Traffic, access and modelling	Support for proposals for a parallel road on the western side of the A358. Considers this to be an obvious improvement for local traffic.	National Highways acknowledges the range of views expressed, including those received in support of the scheme.	N/A
101	Traffic, access and modelling	Support for proposals for a parallel road on the western side of the A358 to connect Broadway Street and Thickthorn Lane as it is considered this would provide better access to Broadway and the local amenities.	National Highways acknowledges the range of views expressed, including those received in support of the scheme.	N/A
102	Traffic, access and modelling	Supports the proposals for a parallel road on the western side of the A358 to connect Broadway Street and Thickthorn Lane with Ashill junction as considers it will allow local residents from Broadway to access the A358 either via Donyatt Hill section of the A358 to Southfields.	National Highways acknowledges the range of views expressed, including those received in support of the scheme.	N/A
103	Traffic, access and modelling	Support for proposals for a parallel road on the western side of the A358 to connect Broadway Street and Thickthorn Lane with Ashill junction and provide access to the A358. Considers that is important that residents of Broadway and Horton can access the new road to Taunton/M5 and also cross to Ilton, Barrington and villages on east side of A358.	National Highways acknowledges the range of views expressed, including those received in support of the scheme.	N/A
104	Traffic, access and modelling	Support for proposals for a parallel road to connect Broadway St and Thickthorn Lane with Ashill junction, as it is considered that this would enable local traffic to assess the new road without the need to go via Southfields roundabout.	National Highways acknowledges the range of views expressed, including those received in support of the scheme.	N/A
105	Traffic, access and modelling	Support for proposals for a parallel road on the western side of the A358 to connect Broadway Street and Thickthorn Lane with Ashill junction as it is considered very necessary for locals. Highlights that Broadway residents are concerned over the blockage of the Broadway road.	National Highways acknowledges the range of views expressed, including those received in support of the scheme.	N/A
106	Traffic, access and modelling	Supports proposals for a parallel road on the western side of the A358 to connect Broadway Street and Thickthorn Lane with Ashill junction. States that Ashill junction will be important for local people to get onto and off the A358 as well as to get across it, as its the only connection on the southern end of the scheme.	National Highways acknowledges the range of views expressed, including those received in support of the scheme.	N/A
107	Traffic, access and modelling	Supports proposals as considers they will mitigate against an otherwise long detour through Ashill or Horton to access the new road.	National Highways acknowledges the range of views expressed, including those received in support of the scheme.	N/A
108	Traffic, access and modelling	Supports proposals as would help improve congestion in the area.	National Highways acknowledges the range of views expressed, including those received in support of the scheme.	N/A
109	Traffic, access and modelling	Supports proposals as Broadway needs access to the A358.	National Highways acknowledges the range of views expressed, including those received in support of the scheme.	N/A
110	Traffic, access and modelling	Agrees for proposals for a parallel road on western side of A358 as its essential for local access	National Highways acknowledges the range of views expressed, including those received in support of the scheme.	N/A
111	Traffic, access and modelling	Agrees with proposals for a parallel road on the western side of the A358 as it separates trunk road traffic from local traffic	National Highways acknowledges the range of views expressed, including those received in support of the scheme.	N/A
112	Traffic, access and modelling	Support for proposals for a parallel road on the western side of the A358 to connect Broadway Street and Thickthorn Lane with Ashill junction as it would maintain local access.	National Highways acknowledges the range of views expressed, including those received in support of the scheme.	N/A
113	Traffic, access and modelling	Supports the proposals for a new parallel road on the western side of the A358 as considers it will avoid congestion with traffic wishing to join the new road towards Ilminster, and that the provision of a parallel road will allow easy access to Ilton and Langport without having to exit and join the new road.	National Highways acknowledges the range of views expressed, including those received in support of the scheme.	N/A
114	Traffic, access and modelling	Supports proposals for a parallel road on the western side of the A358 as it provides the best access for Broadway to the A358 and Thickthorn Lane as a convinient by-product.	National Highways acknowledges the range of views expressed, including those received in support of the scheme.	N/A
115	Traffic, access and modelling	Agrees with the principle to cut off access to the A358	National Highways acknowledges the range of views expressed, including those received in support of the scheme.	N/A
116	Traffic, access and modelling	Support for proposals for a parallel road to connect Broadway St and Thickhorn Lane with Ashill junction as it would maintain connectivity between villages for local traffic and public transport.	National Highways acknowledges the range of views expressed, including those received in support of the scheme.	N/A
117	Traffic, access and modelling	Support for proposals proposals for a parallel road on the western side of the A358 to connect Broadway Street and Thickthorn Lane with Ashill	National Highways acknowledges the range of views expressed, including those received in support of the scheme.	N/A

Appendix Table 5.1O Summary of matters raised in relation to Q4c of the feedback questionnaire in relation to proposals for a parallel road on the western side of the A358 to connect Broadway Street and Thickthorn Lane with Ashill junction and provide access to the A358 and the National Highways response

Row Number	Topic	Matters raised in response to consultation – matters copied verbatim	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Y/N or N/A)
		junction and highlights that local traffic needs a connection to the wider highway network. Considers that the proposal seems to strike a balance between having too many accesses to the new road and cutting off local residents.		
118	Traffic, access and modelling	Support for a parallel road on the western side of the A358 to connect Broadway Street and Thickthorn Lane with Ashill junction, as it is hoped that this would capture a significant amount of Horton traffic.	National Highways acknowledges the range of views expressed, including those received in support of the scheme.	N/A
119	Traffic, access and modelling	Supports proposals for a parallel road on the western side of the A358 to connect Broadway Street and Thickthorn Lane with Ashill junction and considers them important for local residents as they would enable residents to avoid the new road during busy summer periods.	National Highways acknowledges the range of views expressed, including those received in support of the scheme.	N/A
120	Traffic, access and modelling	Supports proposals as considers increasing junctions along the road will be important to reducing congestion.	National Highways acknowledges the range of views expressed, including those received in support of the scheme.	N/A
121	Traffic, access and modelling	Supports proposals to provide a parallel link road to a small number of junctions rather than connect local roads directly to the A358.	National Highways acknowledges the range of views expressed, including those received in support of the scheme.	N/A
122	Traffic, access and modelling	Agrees with proposals for a parallel road to connect Broadway Street and Thickthorn Lane as it would be a useful connection.	National Highways acknowledges the range of views expressed, including those received in support of the scheme.	N/A
123	Traffic, access and modelling	Notes the proposals should help alleviate the reduction in access caused by the closure of Broadway Lane.	National Highways acknowledges the range of views expressed, including those received in support of the scheme.	N/A
124	Traffic, access and modelling	Notes that access to the GP surgery/pharmacy in Broadway is essential. Considers that although this solution is more complex than the existing, it is better than going via Southfields roundabout.	National Highways acknowledges the range of views expressed, including those received in support of the scheme.	N/A
125	Traffic, access and modelling	Supports the parallel road proposals as it will keep local traffic away from Southfields.	National Highways acknowledges the range of views expressed, including those received in support of the scheme.	N/A
126	Traffic, access and modelling	Supports proposals from Broadway to Ashill as they will save locals miles of additional driving around back lanes.	National Highways acknowledges the range of views expressed, including those received in support of the scheme.	N/A
127	Traffic, access and modelling	Supports the proposals for a parallel road on the western side of the A358 to connect Broadway Street and Thickthorn Lane with Ashill junction and provide access to the A358 as considers it will provide an efficient connection	National Highways acknowledges the range of views expressed, including those received in support of the scheme.	N/A
128	Traffic, access and modelling	Notes that access to the GP surgery/pharmacy in Broadway is essential. Considers that although this solution is more complex than the existing, it is better than going via Southfields roundabout. Suggests allowing access on/off A358 westbound carriageway to simplify this.	For the A358 to become a high quality dual carriageway, junctions along its length must provide a safe means with which to exit or enter the A358 dual carriageway at high speed, complying with the Design Manual for Roads and Bridges (DMRB) CD 122. As such, most of the direct local road accesses have been removed and access to the A358 is from new grade separated junctions at Mattock's Tree Green and Ashill. Where the scheme is forecast to lead to increases in traffic on local roads, National Highways has agreed an approach with Somerset Council, the highway authority for these roads, to assess the forecast traffic impacts and determine whether mitigation is required. As part of the scheme, mitigation measures on the local road network are proposed to help ensure that increases in traffic do not have a detrimental impact on aspects such as traffic congestion or road safety on the local road network. Engagement with Somerset Council on the details of the local roads mitigation will continue into the detailed design stage.	N/A
129	Traffic, access and modelling	Supports the proposals for a parallel road on the western side of the A358 to connect Broadway Street and Thickthorn Lane with Ashill junction as considered that it is needed for locals and to improve traffic flow. Notes that the potential benefit of these proposals are difficult to understand. Considers that a lot of traffic uses the Broadway St junction to shortcut the Southfields junction and pick up further down the A303 and vice versa; and that with overall traffic flow improvements this may be lessened anyway.	National Highways acknowledges the range of views expressed, including those received in support of the scheme. The methodology and results of the traffic modelling, including details of the impact of the scheme on local roads, is reported in the Combined Modelling and Appraisal Report (Document Reference 7.4).	N/A
130	Traffic, access and modelling	Support for proposals for a parallel road on the western side of the A358 to connect Broadway Street and Thickthorn Lane with Ashill junction. Queries whether there is a plan to re-open the lane from Horton cross, then along new section to the Broadway Street link. Queries whether this would just be a cyclepath and bridleway.	National Highways acknowledges the range of views expressed, including those received in support of the scheme. The lane connecting Horton Cross with Broadway Street would be only for the use of walking cycling and horse-riding users. Vehicles would be prohibited from using this lane.	N/A
131	Traffic, access and modelling	Neutral response to proposals for a parallel road on the western side of the A358 to connect Broadway Street and Thickthorn Lane with Ashill junction, and considers that these areas would need access at some point.	National Highways acknowledges the range of views expressed.	N/A

Appendix Table 5.1O Summary of matters raised in relation to Q4c of the feedback questionnaire in relation to proposals for a parallel road on the western side of the A358 to connect Broadway Street and Thickthorn Lane with Ashill junction and provide access to the A358 and the National Highways response

Row Number	Topic	Matters raised in response to consultation – matters copied verbatim	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Y/N or N/A)
132	Traffic, access and modelling	Concern regarding closing roads to dead ends, considers if the road is dualled then local routes should be maintained to allow road users to detour if the A358 has congestion or an accident	National Highways has undertaken traffic modelling on the most recent proposed scheme design, which includes the local roads surrounding the proposed A358 scheme. The modelling suggests that, with the proposed A358 scheme in place, the local road network will only be used by local traffic and not as an alternative to the dualled A358, because the dualled A358 has vastly better journey times, safety and reliability. It should also be noted that the dualling of the A358 vastly decreases the likelihood of incidents that would cause a full closure of the A358. It also means that for most incidents the A358 could still be kept running with one lane, and that in the event of a major incident, the opposite carriageway could be kept running, greatly reducing the proportion of diverted traffic. This means that the use of the local road network as a diversion route with the proposed A358 scheme in place would be a rare event. The methodology and results of the traffic modelling is reported in the Combined Modelling and Appraisal Report (Document Reference 7.4).	N/A
133	Traffic, access and modelling	Concerned delays at Southfields will cause traffic to seek alternative routes and divert down narrow inappropriate lanes. Concerned with will cause delays and restrict access for emergency vehicles.	National Highways have undertaken traffic modelling of the A358 and surrounding area including operational modelling of the key junctions along the scheme. The modelling of Southfields roundabout has been used to design mitigation measures to upgrade the roundabout such that in the 2046 design year it operates acceptably (within capacity) during typical peak-hour conditions. Checks have been undertaken on the summer period to see what impact the changes in flows during summer periods have on the operation of the roundabout. The improvements are forecast to appropriately deal with the forecast increases in traffic, reducing the likelihood that drivers seek alternative routes through the network. The methodology and results of the traffic modelling is reported in the Combined Modelling and Appraisal Report (Document Reference 7.4).	No
134	Traffic, access and modelling	Concerned there has been little consideration to the effect of traffic in the adjacent villages. Concerned that traffic in Broadway will increase as congestion blocks up the A358 at Southfields. Notes Suggs Lane and Broadway Street are only suitable for single lane traffic yet is often subject to rat running and associated blockages and congestion.	By improving congestion and reliability, the scheme aims to reduce the likelihood of drivers choosing alternative routes through neighbouring communities and make it easier for drivers, walkers, cyclists and other local road users to get around. National Highways has undertaken traffic modelling of the A358 and surrounding area to understand the changes in traffic flows. The results are reported in the Combined Modelling and Appraisal Report (Document Reference 7.4) and shows that there will be slight or negligible changes on most local roads, although with some seeing very significant benefits as a result of reductions in vehicles using alternative routes to the A358 between Taunton and Ilminster. Where the scheme is forecast to lead to increases in traffic on local roads, National Highways has agreed an approach with Somerset Council, the highway authority for these roads, to assess the forecast traffic impacts and determine whether mitigation is required. As part of the scheme, mitigation measures on the local road network are proposed to help ensure that increases in traffic do not have a detrimental impact on aspects such as traffic congestion or road safety on the local road network. Engagement with Somerset Council on the details of the local roads mitigation will continue into the detailed design stage.	No
135	Traffic, access and modelling	Concerned the proposals for Southfields roundabout are inadequate. Suggests the interchange should be upgraded to provide unrestricted access to and from the A358 and A303. Notes the needs of local traffic going to Ilminster should also be met. Concerned that without upgrades traffic will exit the A358 early and create problems on the local roads. Concerned there are no proposals to deal with problems at Hanning Road/current A358 T junction congestion and the problems will worsen as a result.	Part of the scheme includes upgrades to the Southfields roundabout so that we can safely adapt it to the new dual carriageway. Although a full upgrade of the roundabout is not included in these plans, National Highways are working on a future scheme for the A303 South Petherton to Southfields, carrying out a study on this section of the A303 to improve the flow of traffic. The A303 South Petherton to Southfields scheme was being considered as part of a pipeline of schemes that may be delivered through the third Road Investment Strategy (RIS3) period (2025-2030). In March 2023, Government announced the pipeline of schemes earmarked for RIS3 (covering 2025 to 2030) will continue to be developed but considered for delivery as part of RIS4 (beyond 2030). All the schemes in the pipeline programme remain uncommitted, with no guarantee they will be taken forward into construction. National Highways has undertaken operational modelling of all junctions along the A358 corridor, including the upgraded Southfields roundabout. These confirm that all junctions along the A358 will operate within their practical capacity. As part of this process forecast queue lengths at all junctions have also been reviewed to ensure that there are no operational or safety concerns. The methodology and results of the traffic modelling is reported in the Combined Modelling and Appraisal Report (Document Reference 7.4).	No

Appendix Table 5.1O Summary of matters raised in relation to Q4c of the feedback questionnaire in relation to proposals for a parallel road on the western side of the A358 to connect Broadway Street and Thickthorn Lane with Ashill junction and provide access to the A358 and the National Highways response

Row Number	Topic	Matters raised in response to consultation – matters copied verbatim	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Y/N or N/A)
136	Traffic, access and modelling	Disagrees the creation of parallel roads within the proposals	By improving congestion and reliability, the scheme aims to reduce the likelihood of drivers choosing alternative routes through neighbouring communities and make it easier for drivers, walkers, cyclists and other local road users to get around. National Highways has undertaken traffic modelling of the A358 and surrounding area to understand the changes in traffic flows. The results are reported in the Combined Modelling and Appraisal Report (Document Reference 7.4) and shows that there will be slight or negligible changes on most local roads, although with some seeing very significant benefits as a result of reductions in vehicles using alternative routes to the A358 between Taunton and Ilminster. Where the scheme is forecast to lead to increases in traffic on local roads, National Highways has agreed an approach with Somerset Council, the highway authority for these roads, to assess the forecast traffic impacts and determine whether mitigation is required. As part of the scheme, mitigation measures on the local road network are proposed to help ensure that increases in traffic do not have a detrimental impact on aspects such as traffic congestion or road safety on the local road network. Engagement with Somerset Council on the details of the local roads mitigation will continue into the detailed design stage.	N/A
137	Traffic, access and modelling	Concerned the scheme will reduce connectivity for Horton residents due to traffic diversions - creating delays and preventing local access. Concerned closing access to the A358 at Broadway and Stewley Cross will lengthen journeys between Horton and J25. Notes other more direct routes are only single track with no passing places.	National Highways have undertaken traffic modelling of the A358 and surrounding area to understand the changes in routeing. Most villages in the vicinity of the A358 will see little change in their routes to the east and west. Bridges and underpasses are provided or retained to allow local connectivity across the A358 once it is upgraded to a high quality dual carriageway. It is acknowledged that some of these routes are longer than the existing routes that cross the A358, however these routes are safer than those currently available due to entirely avoiding the need to interact with traffic on the A358. Checks on journey times between local villages and both M5 junction 25 and Southfields roundabout have been carried out using the traffic modelling. These show that generally there are reductions in overall journey times due to the much faster speed of the scheme, although some trips have slightly longer journey times. Journey time reliability is improved with the scheme due to the road being safer and there being safe opportunities to overtake slower vehicles. The methodology and results of the traffic modelling is reported in the Combined Modelling and Appraisal Report (Document Reference 7.4).	N/A
138	Traffic, access and modelling	Suggests the proposals are needed to allow residents from Broadway to access the A358. Concerned however that local traffic travelling to Broadway for facilities will have an increase in journey times and more traffic will be funneled through Ashill. Suggests that all traffic coming from Ilminster to Broadway will have to travel north of Broadway to access Ashill junction before travelling south again to reach Broadway. Questions if increasing journey length for hundreds of people is justified given the climate emergency.	National Highways have undertaken traffic modelling of the A358 and surrounding area to understand the changes in routeing. Most villages in the vicinity of the A358 will see little change in their routes to the east and west. Bridges and underpasses are provided or retained to allow local connectivity across the A358 once it is upgraded to a high quality dual carriageway. It is acknowledged that some of these routes are longer than the existing routes that cross the A358, however these routes are safer than those currently available due to entirely avoiding the need to interact with traffic on the A358. Checks on journey times between local villages and both M5 junction 25 and Southfields roundabout have been carried out using the traffic modelling. These show that generally there are reductions in overall journey times due to the much faster speed of the scheme, although some trips have slightly longer journey times. Journey time reliability is improved with the scheme due to the road being safer and there being safe opportunities to overtake slower vehicles. The methodology and results of the traffic modelling is reported in the Combined Modelling and Appraisal Report (Document Reference 7.4).	N/A
139	Traffic, access and modelling	Concerned journey times will increase if villages cannot access the A358 aside from the proposed Ashill junction.	National Highways have undertaken traffic modelling of the A358 and surrounding area to understand the changes in routeing. Most villages in the vicinity of the A358 will see little change in their routes to the east and west. Bridges and underpasses are provided or retained to allow local connectivity across the A358 once it is upgraded to a high quality dual carriageway. It is acknowledged that some of these routes are longer than the existing routes that cross the A358, however these routes are safer than those currently available due to entirely avoiding the need to interact with traffic on the A358. Checks on journey times between local villages and both M5 junction 25 and Southfields roundabout have been carried out using the traffic modelling. These show that generally there are reductions in overall journey times due to the much faster speed of the scheme, although some trips have slightly longer journey times. Journey time reliability is improved with the scheme due to the road being safer and there being safe opportunities to overtake slower vehicles.	N/A

Appendix Table 5.1O Summary of matters raised in relation to Q4c of the feedback questionnaire in relation to proposals for a parallel road on the western side of the A358 to connect Broadway Street and Thickthorn Lane with Ashill junction and provide access to the A358 and the National Highways response

Row Number	Topic	Matters raised in response to consultation – matters copied verbatim	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Y/N or N/A)
			The methodology and results of the traffic modelling is reported in the Combined Modelling and Appraisal Report (Document Reference 7.4).	
140	Traffic, access and modelling	Concerned that cutting of villages from the A358 that have access currently will increase local journey times.	National Highways have undertaken traffic modelling of the A358 and surrounding area to understand the changes in routeing. Most villages in the vicinity of the A358 will see little change in their routes to the east and west. Bridges and underpasses are provided or retained to allow local connectivity across the A358 once it is upgraded to a high quality dual carriageway. It is acknowledged that some of these routes are longer than the existing routes that cross the A358, however these routes are safer than those currently available due to entirely avoiding the need to interact with traffic on the A358. Checks on journey times between local villages and both M5 junction 25 and Southfields roundabout have been carried out using the traffic modelling. These show that generally there are reductions in overall journey times due to the much faster speed of the scheme, although some trips have slightly longer journey times. Journey time reliability is improved with the scheme due to the road being safer and there being safe opportunities to overtake slower vehicles. The methodology and results of the traffic modelling is reported in the Combined Modelling and Appraisal Report (Document Reference 7.4).	N/A
141	Traffic, access and modelling	Neutral response to proposals for a parallel road to connect Broadway St and Thickhorn Lane with Ashill junction. Comment that with increasing traffic and destruction of villages with large housing estates and heavier density of traffic; all additional measures to allow safe access to all villages and current planned and future housing estates are necessary.	By improving congestion and reliability, the scheme aims to reduce the likelihood of drivers choosing alternative routes through neighbouring communities and make it easier for drivers, walkers, cyclists and other local road users to get around. National Highways has undertaken traffic modelling of the A358 and surrounding area to understand the changes in traffic flows. The results are reported in the Combined Modelling and Appraisal Report (Document Reference 7.4) and shows that there will be slight or negligible changes on most local roads, although with some seeing very significant benefits as a result of reductions in vehicles using alternative routes to the A358 between Taunton and Ilminster. Where the scheme is forecast to lead to increases in traffic on local roads, National Highways has agreed an approach with Somerset Council, the highway authority for these roads, to assess the forecast traffic impacts and determine whether mitigation is required. As part of the scheme, mitigation measures on the local road network are proposed to help ensure that increases in traffic do not have a detrimental impact on aspects such as traffic congestion or road safety on the local road network. Engagement with Somerset Council on the details of the local roads mitigation will continue into the detailed design stage.	No
142	Traffic, access and modelling	Suggests proposals will increase traffic along Thickthorn Lane to reach the new parallel road and A358 Ashill junction. Suggests this road would not be needed if Ashill junction was closer to Stewley.	By improving congestion and reliability, the scheme aims to reduce the likelihood of drivers choosing alternative routes through neighbouring communities and make it easier for drivers, walkers, cyclists and other local road users to get around. National Highways has undertaken traffic modelling of the A358 and surrounding area to understand the changes in traffic flows. The results are reported in the Combined Modelling and Appraisal Report (Document Reference 7.4) and shows that there will be slight or negligible changes on most local roads, although with some seeing very significant benefits as a result of reductions in vehicles using alternative routes to the A358 between Taunton and Ilminster. Where the scheme is forecast to lead to increases in traffic on local roads, National Highways has agreed an approach with Somerset Council, the highway authority for these roads, to assess the forecast traffic impacts and determine whether mitigation is required. As part of the scheme, mitigation measures on the local road network are proposed to help ensure that increases in traffic do not have a detrimental impact on aspects such as traffic congestion or road safety on the local road network. Engagement with Somerset Council on the details of the local roads mitigation will continue into the detailed design stage.	No
143	Traffic, access and modelling	Concerned traffic volume into Ashill and the surrounding area will increase due to the Ashill junction proposals. Concerned larger vehicles will be unable to access the A358 due to closures at Thickthorn end and the Hasting road being narrow and in poor condition.	By improving congestion and reliability, the scheme aims to reduce the likelihood of drivers choosing alternative routes through neighbouring communities and make it easier for drivers, walkers, cyclists and other local road users to get around. National Highways has undertaken traffic modelling of the A358 and surrounding area to understand the changes in traffic flows. The results are reported in the Combined Modelling and Appraisal Report (Document Reference 7.4) and shows that there will be slight or negligible changes on most local roads,	No

Row Number	Topic	Matters raised in response to consultation – matters copied verbatim	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Y/N or N/A)
			although with some seeing very significant benefits as a result of reductions in vehicles using alternative routes to the A358 between Taunton and Ilminster. Where the scheme is forecast to lead to increases in traffic on local roads, National Highways has agreed an approach with Somerset Council, the highway authority for these roads, to assess the forecast traffic impacts and determine whether mitigation is required. As part of the scheme, mitigation measures on the local road network are proposed to help ensure that increases in traffic do not have a detrimental impact on aspects such as traffic congestion or road safety on the local road network. Engagement with Somerset Council on the details of the local roads mitigation will continue into the detailed design stage.	
144	Traffic, access and modelling	Considers the proposals for parallel road on the western side of the A358 to connect Broadway Street and Thickthorn Lane with Ashill junction and provide access to the A358 will increase traffic	By improving congestion and reliability, the scheme aims to reduce the likelihood of drivers choosing alternative routes through neighbouring communities and make it easier for drivers, walkers, cyclists and other local road users to get around. National Highways has undertaken traffic modelling of the A358 and surrounding area to understand the changes in traffic flows. The results are reported in the Combined Modelling and Appraisal Report (Document Reference 7.4) and shows that there will be slight or negligible changes on most local roads, although with some seeing very significant benefits as a result of reductions in vehicles using alternative routes to the A358 between Taunton and Ilminster. Where the scheme is forecast to lead to increases in traffic on local roads, National Highways has agreed an approach with Somerset Council, the highway authority for these roads, to assess the forecast traffic impacts and determine whether mitigation is required. As part of the scheme, mitigation measures on the local road network are proposed to help ensure that increases in traffic do not have a detrimental impact on aspects such as traffic congestion or road safety on the local road network. Engagement with Somerset Council on the details of the local roads mitigation will continue into the detailed design stage.	No
145	Traffic, access and modelling	Concerned that local traffic will have to drive via Broadway to access the A358 and notes this is already problematic for traffic.	By improving congestion and reliability, the scheme aims to reduce the likelihood of drivers choosing alternative routes through neighbouring communities and make it easier for drivers, walkers, cyclists and other local road users to get around. National Highways has undertaken traffic modelling of the A358 and surrounding area to understand the changes in traffic flows. The results are reported in the Combined Modelling and Appraisal Report (Document Reference 7.4) and shows that there will be slight or negligible changes on most local roads, although with some seeing very significant benefits as a result of reductions in vehicles using alternative routes to the A358 between Taunton and Ilminster. Where the scheme is forecast to lead to increases in traffic on local roads, National Highways has agreed an approach with Somerset Council, the highway authority for these roads, to assess the forecast traffic impacts and determine whether mitigation is required. As part of the scheme, mitigation measures on the local road network are proposed to help ensure that increases in traffic do not have a detrimental impact on aspects such as traffic congestion or road safety on the local road network. Engagement with Somerset Council on the details of the local roads mitigation will continue into the detailed design stage.	No
146	Traffic, access and modelling	Disagrees with the proposals for a parallel road on the western side of the A358 to connect Broadway Street and Thickthorn Lane with Ashill junction and provide access to the A358 as considers it will turn all villages into rat runs.	By improving congestion and reliability, the scheme aims to reduce the likelihood of drivers choosing alternative routes through neighbouring communities and make it easier for drivers, walkers, cyclists and other local road users to get around. National Highways has undertaken traffic modelling of the A358 and surrounding area to understand the changes in traffic flows. The results are reported in the Combined Modelling and Appraisal Report (Document Reference 7.4) and shows that there will be slight or negligible changes on most local roads, although with some seeing very significant benefits as a result of reductions in vehicles using alternative routes to the A358 between Taunton and Ilminster. Where the scheme is forecast to lead to increases in traffic on local roads, National Highways has agreed an approach with Somerset Council, the highway authority for these roads, to assess the forecast traffic impacts and determine whether mitigation is required. As part of the scheme, mitigation measures on the local road network are proposed to help ensure that increases in traffic do not have a detrimental impact on aspects such as traffic congestion or road safety on the local road network. Engagement with Somerset Council on the details of the local roads mitigation will continue into the detailed design stage.	No

Appendix Table 5.1O Summary of matters raised in relation to Q4c of the feedback questionnaire in relation to proposals for a parallel road on the western side of the A358 to connect Broadway Street and Thickthorn Lane with Ashill junction and provide access to the A358 and the National Highways response

Row Number	Topic	Matters raised in response to consultation – matters copied verbatim	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Y/N or N/A)
147	Traffic, access and modelling	Suggests that putting more junctions onto a dual carriageway rather than trying to make an expressway would prevent the need to build the parallel road to connect Broadway St and Thickthorn lane.	For the A358 to become a high quality dual carriageway, junctions along its length must provide a safe means with which to exit or enter the A358 dual carriageway at high speed, complying with the Design Manual for Roads and Bridges (DMRB) CD 122. As such, most of the direct local road accesses have been removed and access to the A358 is from new grade separated junctions at Mattock's Tree Green and Ashill. Where the scheme is forecast to lead to increases in traffic on local roads, National Highways has agreed an approach with Somerset Council, the highway authority for these roads, to assess the forecast traffic impacts and determine whether mitigation is required. As part of the scheme, mitigation measures on the local road network are proposed to help ensure that increases in traffic do not have a detrimental impact on aspects such as traffic congestion or road safety on the local road network. Engagement with Somerset Council on the details of the local roads mitigation will continue into the detailed design stage.	No
148	Traffic, access and modelling	Considers there needs to be a separation of local village traffic to Ilminster without being in the midst of the east west	The scheme proposal for Southfields roundabout includes a number of improvements, including a segregated left turn lane from the A358 (North) approach, a two lane exit to the A303 (East), a three lane approach from the A303 (East), a three lane approach from the A358 (West) and improved spiral markings and additional lane capacity on the circulatory. Together these measures provide a significant enhancement to the capacity at the roundabout. This is illustrated by the operational model of Southfields roundabout, which indicates that it will operate within its practical capacity in the design year (2046) even during peak hours. Southfields roundabout design has been further amended following consultation feedback in order to maximise road safety and further enhance capacity of the junction. These changes are an increase in the length of the parallel merge layout to the A303 eastbound from the segregated left turn lane at the roundabout, and the widening of the A358 (West) approach between Ilminster Services and the roundabout.	No
149	Traffic, access and modelling	Disagrees with proposal based on the fact that currently Broadway Road provides a diversion route to travel in the Chard direction when an accident occurs on the A358. Concern raised that after this scheme this would not be possible. Highlights the problems of traffic and accidents on Southfields Roundabout.	The proposed dualling of the A358 vastly decreases the likelihood of incidents that would cause a full closure of the A358. It also means that for most incidents the A358 could still be kept running with one lane, and that in the event of a major incident, the opposite carriageway could be kept running, greatly reducing the proportion of diverted traffic. This means that the use of the local road network as a diversion route with the proposed A358 scheme in place would be a rare event. The proposed A358 scheme also aims to reduce the use of the local road network to avoid Southfields roundabout. National Highways have undertaken traffic modelling of the A358 and surrounding area including operational modelling of the key junctions along the scheme. The modelling of Southfields roundabout has been used to design mitigation measures to upgrade the roundabout such that in the 2046 design year it operates acceptably (within capacity) during typical peak-hour conditions. Checks have been undertaken on the summer period to see what impact the changes in flows during summer periods have on the operation of the roundabout. The improvements are forecast to appropriately deal with the forecast increases in traffic, reducing the likelihood that drivers seek alternative routes through the network. The methodology and results of the traffic modelling is reported in the Combined Modelling and Appraisal Report (Document Reference 7.4).	N/A
150	Traffic, access and modelling	Requests the provision of road restrictions on the scheme to keep traffic local and essential.	By improving congestion and reliability, the scheme aims to reduce the likelihood of drivers choosing alternative routes through neighbouring communities and make it easier for drivers, walkers, cyclists and other local road users to get around. National Highways has undertaken traffic modelling of the A358 and surrounding area to understand the changes in traffic flows. The results are reported in the Combined Modelling and Appraisal Report (Document Reference 7.4) and shows that there will be slight or negligible changes on most local roads, although with some seeing very significant benefits as a result of reductions in vehicles using alternative routes to the A358 between Taunton and Ilminster. Where the scheme is forecast to lead to increases in traffic on local roads, National Highways has agreed an approach with Somerset Council, the highway authority for these roads, to assess the forecast traffic impacts and determine whether mitigation is required. As part of the scheme, mitigation measures on the local road network are proposed to help ensure that increases in traffic do not have a detrimental impact on aspects such as traffic congestion or road safety on the local road network. Engagement with Somerset Council on the details of the local roads mitigation will continue into the detailed design stage.	No
151	Traffic, access and modelling	Suggests there should also be access for locals to use the maintenance road from Broadway to Horton Cross (Monks Yard) as this will be a better	National Highways propose to build a new parallel road on the western side of the A358 to connect Broadway Street and Thickthorn Lane with Ashill junction and provide access to the A358.	No

Appendix Table 5.1O Summary of matters raised in relation to Q4c of the feedback questionnaire in relation to proposals for a parallel road on the western side of the A358 to connect Broadway Street and Thickthorn Lane with Ashill junction and provide access to the A358 and the National Highways response

Row Number	Topic	Matters raised in response to consultation – matters copied verbatim	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Y/N or N/A)
		alternative to locals using Sugg's Lane in Broadway due to the hump bridge on a road bend that often floods.	By improving congestion and reliability, the scheme aims to reduce the likelihood of drivers choosing alternative routes through neighbouring communities and make it easier for drivers, walkers, cyclists and other local road users to get around. National Highways has undertaken traffic modelling of the A358 and surrounding area to understand the changes in traffic flows. The results are reported in the Combined Modelling and Appraisal Report (Document Reference 7.4) and shows that there will be slight or negligible changes on most local roads, although with some seeing very significant benefits as a result of reductions in vehicles using alternative routes to the A358 between Taunton and Ilminster. Where the scheme is forecast to lead to increases in traffic on local roads, National Highways has agreed an approach with Somerset Council, the highway authority for these roads, to assess the forecast traffic impacts and determine whether mitigation is required. As part of the scheme, mitigation measures on the local road network are proposed to help ensure that increases in traffic do not have a detrimental impact on aspects such as traffic congestion or road safety on the local road network. Engagement with Somerset Council on the details of the local roads mitigation will continue into the detailed design stage..	
152	Walking, Cycling and Horse-riders	Considers provision is needed for cyclists to cross Broadway Road across to Cad Road either by bridge or underpass.	As an outcome of consultation, a new overbridge at Jordans would connect the old A358 at Horton Cross and Cad Road. The overbridge would be classified as a restricted byway, shared use with the landowner and very lightly trafficked. The restricted byway would connect with Broadway Street link on the southern side of the scheme.	Yes
153	Walking, Cycling and Horse-riders	Objects to the location of a bridged crossing point towards the Southfields roundabout as considers it will increase journey times for cyclists travelling from Broadway	As an outcome of consultation, a new overbridge at Jordans would connect the old A358 at Horton Cross and Cad Road. The overbridge would be classified as a restricted byway, shared use with the landowner and very lightly trafficked. The restricted byway would connect with Broadway Street link on the southern side of the scheme.	N/A
154	Walking, Cycling and Horse-riders	States it is unclear how you can walk to Jordans, Monks Yard before being able to cross the A358. Requests a crossing on level with Broadway Road which avoids crossing the new A358.	As an outcome of consultation, a new overbridge at Jordans would connect the old A358 at Horton Cross and Cad Road. The overbridge would be classified as a restricted byway, shared use with the landowner and very lightly trafficked. The restricted byway would connect with Broadway Street link on the southern side of the scheme.	Yes
155	Walking, Cycling and Horse-riders	Support the path for walkers, cyclists and horse-riders proposed between Broadway Street and Horton Cross via the abandoned A358.	National Highways acknowledges the support received in relation to the walking, cycling and horse-riding proposals.	N/A

Appendix Table 5.1O Summary of matters raised in relation to Q4c of the feedback questionnaire in relation to proposals for a parallel road on the western side of the A358 to connect Broadway Street and Thickthorn Lane with Ashill junction and provide access to the A358 and the National Highways response

Appendix Table 5.1P Summary of matters raised in relation to Q4d of the feedback questionnaire in relation to proposals for Southfields roundabout and the National Highways response

Row Number	Topic	Matters raised in response to consultation – matters copied verbatim	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Y/N or N/A)
1	Alternatives to the scheme	Highlights that there are traffic congestion problems with the existing A358 Taunton-Southfields at each end of the stretch. States that the Taunton end requires a by-passing of the village of Henlade and that this should be easily achieved by constructing a new carriageway between the existing Nexus roundabout and the start of the existing dual carriageway East of the village. The Southfields end requires continuing A303 traffic to be kept off the roundabout and that this should be easily achieved by means of a flyover across the roundabout for the A303 carriageway.	The Preferred Route Announcement made in June 2019 was made considering public consultation feedback, and the accompanying Scheme Assessment Report (Document Reference 7.6) set out the reasons for the selection of a preferred route, including appraisal of alternatives. National Highways has progressed the scheme accordingly, and the options assessment process is set out in Environmental Statement Chapter 3 Assessment of alternatives (Document Reference 6.2). Please refer to Chapter 2 of this Consultation Report (Document Reference 5.1) for further information. The section between Thornfalcon and Southfields is required to provide a continuous high-quality, high-performing dual carriageway across the strategic corridor, with safe overtaking opportunities. This would improve journey time reliability, allowing for higher speeds and faster connections, and improve safety by reducing accidents, for example by reducing the number of local lanes joining the A358. Part of the scheme includes upgrades to the Southfields roundabout so that we can safely adapt it to the new dual carriageway. Although a full upgrade of the roundabout is not included in these plans, National Highways are working on a future scheme for the A303 South Petherton to Southfields, carrying out a study on this section of the A303 to improve the flow of traffic. The A303 South Petherton to Southfields scheme is being considered as part of a pipeline of scheme that may be delivered through the third Road Investment Strategy (RIS3) period (2025-2030). In March 2023, Government announced the pipeline of schemes earmarked for RIS3 (covering 2025 to 2030) will continue to be developed but considered for delivery as part of RIS4 (beyond 2030). All the schemes in the pipeline programme remain uncommitted, with no guarantee they will be taken forward into construction.	N/A
2	Alternatives to the scheme	Plans fail to provide direct access to Broadway off the A358 for eastbound traffic. Such traffic would have to use the less convenient Ashill junction, involving an unrealistic additional 3.2 miles for a round trip. The solution to this problem is to provide an off-slip road for westbound A358 traffic at Broadway Street.	For the A358 to become a high-quality, high-performing dual carriageway, junctions along its length must provide a safe means with which to exit or enter the A358 dual carriageway at high speed, complying with Design Manual for Roads and Bridges CD 122. As such, most of the direct local road accesses have been removed and access to Mattock's Tree Green junction and Ashill junction are provided. Checks on journey times between local villages and both the M5 junction 25 and Southfields roundabout have been carried out using the traffic modelling. These show that generally there are reductions in overall journey times due to the much faster speed of the scheme, although some trips have slightly longer journey times. Journey time reliability is improved with the scheme due to the road being safer and there being safe opportunities to overtake slower vehicles. The methodology and results of the traffic modelling is reported in the Combined Modelling and Appraisal Report (Document Reference 7.4).	N/A
3	Climate	Objects to proposals at Southfields roundabout. Highlights that transportation is energy intensive and that there is a need to respond to the climate emergency declaration made by Central Government and to avoid reaching an environmental crisis.	National Highways is cognisant of the changes introduced by the Climate Change Act 2008 (2050 Target Amendment) Order 2019, and the net-zero ambition is set out within the amendments. The Secretary of State supports delivery of emission reductions through a system of five-year carbon budgets that set a trajectory for reducing greenhouse gas production to 2050. In response to the carbon budgets, the Department for Transport has published The Road to Zero which sets out steps towards cleaner road transport and delivering the Industrial Strategy. National Highways 'Net Zero Highways: our 2030/ 2040/ 2050 plans' outlines its ambitious plan to be net zero by 2050. National Highways is required by the National Policy Statement for National Networks to assess the effects of the scheme in relation to carbon emissions and climate change, including an assessment of the significance of any increase within the context of the relevant UK carbon budget period. The climate assessment presented within the Preliminary Environmental Information (PEI) Report considered impacts over a 60 year period and compared emissions against the UK 4th carbon budget (construction emissions) and the 5th and 6th carbon budgets (for operation). This assessment has also been incorporated into Environmental Statement Chapter 14 Climate (Document Reference 6.2), which outlines the measures taken to avoid and mitigate carbon emissions through the design of the scheme. It also describes an assessment of any likely significant climate factors in accordance with the requirements of the Environmental Impact Assessment Regulations and concludes in all cases the emissions calculated demonstrated no impact on the ability of the UK Government to meet these carbon budgets, and no significant effect on climate. Alternatives to the scheme including different modes of transport were considered as part of the option identification and appraisal process, leading to the Preferred Route Announcement in June 2019. This	No

Appendix Table 5.1P Summary of matters raised in relation to Q4d of the feedback questionnaire in relation to proposals for Southfields roundabout and the National Highways response

Row Number	Topic	Matters raised in response to consultation – matters copied verbatim	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Y/N or N/A)
			concluded that even substantial improvements to public transport provision, predominantly in the form of rail improvements, would not sufficiently reduce the number of vehicles to help address the identified problems along the A303/A358 corridor.	
4	Climate	Objects to the proposals for Southfields roundabout as considers during a time of climate change the proposals will cause a damaging rearrangement of the countryside.	National Highways acknowledge concern over the level of environmental impact potentially arising from the scheme. The need for the scheme is established and set out in the Case for the Scheme (Document Reference 7.1). The proposals seek to address traffic congestion and safety issues that currently impact on local people and businesses (including reducing impacts on air quality), whilst seeking to improve connectivity for local residents and other road users. As part of the design development, we have adopted a mitigation hierarchy, aiming first to avoid impacts, and then to mitigate those we are unable to avoid. The mitigation measures we have adopted are described in the Environmental Statement (Document Reference 6.2). National Highways is cognisant of the changes introduced by the Climate Change Act 2008 (2050 Target Amendment) Order 2019, and the net-zero ambition is set out within the amendments. The Secretary of State supports delivery of emission reductions through a system of five-year carbon budgets that set a trajectory for reducing greenhouse gas production to 2050. In response to the carbon budgets, the Department for Transport has published The Road to Zero which sets out steps towards cleaner road transport and delivering the Industrial Strategy. National Highways 'Net Zero Highways: our 2030/ 2040/ 2050 plans' outlines its ambitious plan to be net zero by 2050. National Highways is required by the National Policy Statement for National Networks to assess the effects of the scheme in relation to carbon emissions and climate change, including an assessment of the significance of any increase within the context of the relevant UK carbon budget period. The climate assessment presented within the Preliminary Environmental Information (PEI) Report considered impacts over a 60 year period and compared emissions against the UK 4th carbon budget (construction emissions) and the 5th and 6th carbon budgets (for operation). This assessment has also been incorporated into Environmental Statement Chapter 14 Climate (Document Reference 6.2), which outlines the measures taken to avoid and mitigate carbon emissions through the design of the scheme. It also describes an assessment of any likely significant climate factors in accordance with the requirements of the Environmental Impact Assessment Regulations and concludes in all cases the emissions calculated demonstrated no impact on the ability of the UK Government to meet these carbon budgets, and no significant effect on climate.	No
5	Consultation	Requests national highways consider the issues raised at consultation	As set out in the main body of the Consultation Report (Document Reference 5.1), National Highways recognises the importance of engaging with local residents and businesses throughout the DCO process and has carefully considered all consultation and engagement feedback from individuals and organisations, making some design changes as a result. It is intended that engagement with stakeholders will continue throughout examination, detailed design and construction. Information on how consultation responses are dealt with is available in the Consultation Report (Document Reference 5.1). Following the 2021 statutory consultation, design changes to the scheme proposals were made and these were published in the 'Responding to feedback from 2021 public consultation' document on the National Highways website (https://highwaysengland.citizenspace.com/he/a358-taunton-to-southfields-2022-sup-consultation/). These were then consulted on during the 2022 supplementary consultation.	N/A
6	Consultation	Supports the Community of Parishes and the West Hatch Parish Council response in relation to Southfields roundabout	National Highways acknowledges support for responses provided to the consultation by the Community of Parishes and individual parish councils. Full responses to each of the matters raised can be found in the Consultation Report Appendix 5.2 Table 5.2B, Appendix 6.4 and Appendix 8.2 Table 8.2B (Document Reference 5.2). Suggested alternative proposals have been considered and some elements have been adopted into the scheme design.	N/A
7	Economics	Disagrees with the proposals for a Southfields roundabout as considers this section of the scheme in unnecessary and costly	Part of the scheme includes upgrades to the Southfields roundabout so that we can safely adapt it to the new dual carriageway. Although a full upgrade of the roundabout is not included in these plans, National Highways are working on a future scheme for the A303 South Petherton to Southfields, carrying out a study on this section of the A303 to improve the flow of traffic. The A303 South Petherton to Southfields scheme was being considered as part of a pipeline of schemes that may be delivered through the third Road Investment Strategy (RIS3) period (2025-2030).	N/A

Appendix Table 5.1P Summary of matters raised in relation to Q4d of the feedback questionnaire in relation to proposals for Southfields roundabout and the National Highways response

Row Number	Topic	Matters raised in response to consultation – matters copied verbatim	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Y/N or N/A)
			In March 2023, Government announced the pipeline of schemes earmarked for RIS3 (covering 2025 to 2030) will continue to be developed but considered for delivery as part of RIS4 (beyond 2030). All the schemes in the pipeline programme remain uncommitted, with no guarantee they will be taken forward into construction.	
8	Economics	Objects to the proposals for Southfields roundabout as consider it to be a waste of public money	Part of the scheme includes upgrades to the Southfields roundabout so that we can safely adapt it to the new dual carriageway. Although a full upgrade of the roundabout is not included in these plans, National Highways are working on a future scheme for the A303 South Petherton to Southfields, carrying out a study on this section of the A303 to improve the flow of traffic. The A303 South Petherton to Southfields scheme was being considered as part of a pipeline of schemes that may be delivered through the third Road Investment Strategy (RIS3) period (2025-2030). In March 2023, Government announced the pipeline of schemes earmarked for RIS3 (covering 2025 to 2030) will continue to be developed but considered for delivery as part of RIS4 (beyond 2030). All the schemes in the pipeline programme remain uncommitted, with no guarantee they will be taken forward into construction.	N/A
9	Economics	Disagrees with the proposals for Southfields roundabout as considers there will be a huge expense	Part of the scheme includes upgrades to the Southfields roundabout so that we can safely adapt it to the new dual carriageway. Although a full upgrade of the roundabout is not included in these plans, National Highways are working on a future scheme for the A303 South Petherton to Southfields, carrying out a study on this section of the A303 to improve the flow of traffic. The A303 South Petherton to Southfields scheme was being considered as part of a pipeline of schemes that may be delivered through the third Road Investment Strategy (RIS3) period (2025-2030). In March 2023, Government announced the pipeline of schemes earmarked for RIS3 (covering 2025 to 2030) will continue to be developed but considered for delivery as part of RIS4 (beyond 2030). All the schemes in the pipeline programme remain uncommitted, with no guarantee they will be taken forward into construction.	N/A
10	Engineering design	Disagrees with the proposals to create parallel roads and considers there should be direct access onto the A358 by conventional junctions.	National Highways are adopting the latest design standards for the A358 Taunton to Southfields scheme which includes GD 300. This is part of the Design Manual for Roads and Bridges (DMRB) and includes requirements and advice for new and upgraded all-purpose trunk roads, covering four different levels of provision. Specifically, the scheme is being designed as a Level 2 dual carriageway which means it will have All-Purpose Trunk Road designation and will be accessible to agricultural vehicles. For the A358 to become a high quality dual carriageway, junctions along its length must provide a safe means with which to exit or enter the A358 dual carriageway at high speed, complying with the Design Manual for Roads and Bridges (DMRB) CD 122. As such, most of the direct local road accesses have been removed and access to the A358 is from new grade separated junctions at Mattock's Tree Green and Ashill. National Highways has worked with the local highway authority, Somerset Council, to identify any potential access issues to the local road network as a result of the scheme and will continue to engage with the relevant authorities during the detailed design process and into construction.	No
11	Engineering design	Disagrees with the proposals for Southfields roundabout as considers the scheme is an urban design which should be reconsidered due to the impact on flood risk.	A Flood Risk Assessment (FRA) (Document Reference 6.4 Appendix 13.1) has been prepared in compliance with the National Planning Policy Framework to assess the potential impact of the scheme on local flood risk and provides a description of mitigation measures to offset any potential changes. The FRA considers flooding from rivers and streams, groundwater, surface water and infrastructure failure. The FRA has been informed by Environment Agency flood risk mapping, British Geological Society Groundwater flood mapping and fluvial hydraulic modelling carried out specifically for watercourses affected by the scheme. The FRA has not identified any significant impacts on flood risk as a result of the proposed scheme.	No
12	Engineering design	Questions if the proposals for Southfields roundabout are a good use of funds as it is considered they would bring limited financial returns.	Part of the scheme includes upgrades to the Southfields roundabout so that we can safely adapt it to the new dual carriageway. Although a full upgrade of the roundabout is not included in these plans, National Highways are working on a future scheme for the A303 South Petherton to Southfields, carrying out a study on this section of the A303 to improve the flow of traffic. The A303 South Petherton to Southfields scheme was being considered as part of a pipeline of schemes that may be delivered through the third Road Investment Strategy (RIS3) period (2025-2030). In March 2023, Government announced the pipeline of schemes earmarked for RIS3 (covering 2025 to 2030) will continue to be developed but considered for delivery as part of RIS4 (beyond 2030). All the schemes in the pipeline programme remain uncommitted, with no guarantee they will be taken forward into construction.	No

Row Number	Topic	Matters raised in response to consultation – matters copied verbatim	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Y/N or N/A)
13	Engineering design	Suggests that Southfields roundabout needs to include an extension from Stewley Lodge to Bickenhall Lane.	Part of the scheme includes upgrades to the Southfields roundabout so that we can safely adapt it to the new dual carriageway. Although a full upgrade of the roundabout is not included in these plans, National Highways are working on a future scheme for the A303 South Petherton to Southfields, carrying out a study on this section of the A303 to improve the flow of traffic. The A303 South Petherton to Southfields scheme was being considered as part of a pipeline of schemes that may be delivered through the third Road Investment Strategy (RIS3) period (2025-2030). In March 2023, Government announced the pipeline of schemes earmarked for RIS3 (covering 2025 to 2030) will continue to be developed but considered for delivery as part of RIS4 (beyond 2030). All the schemes in the pipeline programme remain uncommitted, with no guarantee they will be taken forward into construction.	No
14	Engineering design	Objects to the proposals at Southfields roundabout and highlights the importance of route continuity.	Part of the scheme includes upgrades to the Southfields roundabout so that we can safely adapt it to the new dual carriageway. Although a full upgrade of the roundabout is not included in these plans, National Highways are working on a future scheme for the A303 South Petherton to Southfields, carrying out a study on this section of the A303 to improve the flow of traffic. The A303 South Petherton to Southfields scheme was being considered as part of a pipeline of schemes that may be delivered through the third Road Investment Strategy (RIS3) period (2025-2030). In March 2023, Government announced the pipeline of schemes earmarked for RIS3 (covering 2025 to 2030) will continue to be developed but considered for delivery as part of RIS4 (beyond 2030). All the schemes in the pipeline programme remain uncommitted, with no guarantee they will be taken forward into construction.	No
15	Engineering design	Disagrees with the proposals for the Southfields roundabout	Part of the scheme includes upgrades to the Southfields roundabout so that we can safely adapt it to the new dual carriageway. Although a full upgrade of the roundabout is not included in these plans, National Highways are working on a future scheme for the A303 South Petherton to Southfields, carrying out a study on this section of the A303 to improve the flow of traffic. The A303 South Petherton to Southfields scheme was being considered as part of a pipeline of schemes that may be delivered through the third Road Investment Strategy (RIS3) period (2025-2030). In March 2023, Government announced the pipeline of schemes earmarked for RIS3 (covering 2025 to 2030) will continue to be developed but considered for delivery as part of RIS4 (beyond 2030). All the schemes in the pipeline programme remain uncommitted, with no guarantee they will be taken forward into construction.	No
16	Engineering design	Disagrees with the proposals for Southfield roundabout as considers the existing A358 is adequate	The scheme proposal for Southfields roundabout includes a number of improvements, including a segregated left turn lane from the A358 (North) approach, a two lane exit to the A303 (East), a three lane approach from the A303 (East), a three lane approach from the A358 (West) and improved spiral markings and additional lane capacity on the circulatory. Together these measures provide a significant enhancement to the capacity at the roundabout. This is illustrated by the operational model of Southfields roundabout, which indicates that it will operate within its practical capacity in the design year (2046) even during peak hours. Southfields roundabout design has been further amended following consultation feedback in order to maximise road safety and further enhance capacity of the junction. These changes are an increase in the length of the parallel merge layout to the A303 eastbound from the segregated left turn lane at the roundabout, and the widening of the A358 (West) approach between Ilminster Services and the roundabout.	No
17	Engineering design	Requests only local improvements are provided from the existing A358, to include appropriate on-off slip-roads.	For the A358 to become a high-quality, high-performing dual carriageway, junctions along its length must provide a safe means with which to exit or enter the A358 dual carriageway at high speed, complying with Design Manual for Roads and Bridges CD 122. As such, most of the direct local road accesses have been removed and access to Mattoc"s Tree Green junction and Ashill junction are provided. Traffic modelling of the additional slip roads proposed by the Community of Parishes indicates that they would be very lightly trafficked and would therefore result in benefit to very few users at a cost that would outweigh these benefits. Details of the economic appraisal of the scheme, which forms the basis for the value for money assessment, are provided in the Combined Modelling and Appraisal Report (Document Reference 7.4). This includes the scheme cost, the economic benefits and the benefit to cost ratio.	N/A
18	Engineering design	Suggests that people accessing Broadway from the south currently must travel up to Ashill junction and back down the link road so are likely to instead use Suggs lane which is unsuitable for increased traffic. Suggests an off-slip for Northbound traffic would solve this problem.	For the A358 to become a high-quality, high-performing dual carriageway, junctions along its length must provide a safe means with which to exit or enter the A358 dual carriageway at high speed, complying with Design Manual for Roads and Bridges CD 122. As such, most of the direct local road accesses have been removed and access to Mattock's Tree Green junction and Ashill junction are provided. Checks on journey times between local villages and both the M5 junction 25 and Southfields roundabout have been carried out using the traffic modelling. These show that generally there are reductions in overall journey	No

Row Number	Topic	Matters raised in response to consultation – matters copied verbatim	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Y/N or N/A)
			times due to the much faster speed of the scheme, although some trips have slightly longer journey times. Journey time reliability is improved with the scheme due to the road being safer and there being safe opportunities to overtake slower vehicles. The methodology and results of the traffic modelling is reported in the Combined Modelling and Appraisal Report (Document Reference 7.4). The South West's economy is under-performing compared to the UK average . Local councils and business leaders agree that upgrading the rest of the A303/A358 corridor to dual carriageway would help connect the South West better to neighbouring regions, unlocking its potential for growth and supporting plans for more homes and jobs. National Highways assess the costs and benefits of the scheme using a number of different assessments to understand impacts including transport users, road safety, wider area impacts, and a range of environmental aspects. The scheme is reviewed by both National Highways and the Department for Transport to see whether the benefits outweigh the costs, and whether the business case for the scheme is sufficient to support delivery. This is reviewed at every stage of work to see whether the scheme delivery should be continued; the scheme has already gone through a strategic outline business case, and the preliminary design stage sets out the outline business case (a more detailed version). A full business case will be prepared during construction preparation if the Development Consent Order is granted. The proposed Scheme is part of the Government's second Road Investment Strategy (RIS2), which identifies parts of the strategic road network which need upgrading to improve safety, connectivity, and reliability for its users. Details of the economic appraisal of the scheme, which forms the basis for the value for money assessment, are provided in the Combined Modelling and Appraisal Report (Document Reference 7.4). This includes the scheme cost, the economic benefits and the benefit to cost ratio. National Highways notes that a parallel road on the western side of the A358 to connect Broadway Street and Thickthorn Lane is to counter the effects of severance on Broadway.	
19	Engineering design	Consider the proposed link connecting Broadway Street and Thickthorn Lane to the proposed Ashill junction achieves some of this objective.	National Highways acknowledge the support for the scheme proposals.	No
20	Engineering design	Copied from 4c) (4) of the Community of Parishes response "The solution to this problem is to provide an off-slip road for westbound A358 traffic at Broadway Street. National Highways' refusal to agree to this access is justified through its adoption of the GD300, Expressway standard, for the whole route. To date, no explanation has been provided as to why adoption of this standard is more relevant to the circumstances of the route than the standard adopted, for instance, for the Sparkford to Ilchester section of the A303 currently under construction. That section of the A303 will have slip roads of the type needed at Broadway Street."	National Highways acknowledges support for responses provided to the consultation by the Community of Parishes and individual parish councils. Full responses to each of the matters raised can be found in the Consultation Report Appendix 5.2 Table 5.2B, Appendix 6.4 and Appendix 8.2 Table 8.2B (Document Reference 5.2). Suggested alternative proposals have been considered and some elements have been adopted into the scheme design.	No
21	Engineering design	Copied response from 4c) (4) of the Community of Parishes response.	National Highways acknowledges support for responses provided to the consultation by the Community of Parishes and individual parish councils. Full responses to each of the matters raised can be found in the Consultation Report Appendix 5.2 Table 5.2B, Appendix 6.4 and Appendix 8.2 Table 8.2B (Document Reference 5.2). Suggested alternative proposals have been considered and some elements have been adopted into the scheme design.	No
22	Engineering design	Support of the Joint Parishes proposals at Southfields Roundabout	National Highways acknowledges support for responses provided to the consultation by the Community of Parishes and individual parish councils. Full responses to each of the matters raised can be found in the Consultation Report Appendix 5.2 Table 5.2B, Appendix 6.4 and Appendix 8.2 Table 8.2B (Document Reference 5.2). Suggested alternative proposals have been considered and some elements have been adopted into the scheme design.	No
23	Engineering design	Supports proposals for Southfields roundabout and notes there are no issues.	National Highways acknowledges the range of views expressed, including those received in support of the scheme.	No
24	Engineering design	Supports the proposals for Southfields roundabout.	National Highways acknowledges the range of views expressed, including those received in support of the scheme.	No
25	Engineering design	Considers proposals for Southfields roundabout would avoid back roads to Taunton from becoming a rat run for Broadway traffic.	National Highways acknowledges the range of views expressed, including those received in support of the scheme.	No
26	Engineering design	Support for proposals for Southfields roundabout as these are considered reasonable.	National Highways acknowledges the range of views expressed, including those received in support of the scheme.	No

Appendix Table 5.1P Summary of matters raised in relation to Q4d of the feedback questionnaire in relation to proposals for Southfields roundabout and the National Highways response

Row Number	Topic	Matters raised in response to consultation – matters copied verbatim	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Y/N or N/A)
27	Engineering design	Considers the proposals for Southfields roundabout needed.	National Highways acknowledges the range of views expressed, including those received in support of the scheme.	No
28	Engineering design	Support for proposals for Southfields roundabout, as it is considered to be much better for local residents than the current arrangement.	National Highways acknowledges the range of views expressed, including those received in support of the scheme.	No
29	Engineering design	Considers that proposals for Southfields roundabout would be beneficial to local residents.	National Highways acknowledges the range of views expressed, including those received in support of the scheme.	No
30	Engineering design	Agrees with proposals for Southfields Roundabout as considers that it would be good for local traffic.	National Highways acknowledges the range of views expressed, including those received in support of the scheme.	No
31	Engineering design	Supports the proposals for Southfields roundabout as considers they could be beneficial	National Highways acknowledges the range of views expressed, including those received in support of the scheme.	No
32	Engineering design	Requests direct access onto the A358 by a conventional junction as considers it would negate the need for additional roads and the associated environmental impacts	The existing A358 also has many local roads and private accesses joining directly with it, which interrupt the flow of traffic and have the potential to create incidents, either by queueing traffic or turning movements, or by drivers trying to cross a junction to get to a village on the other side of the A358. By removing these the potential for incidents is reduced. National Highways are adopting the latest design standards for the A358 Taunton to Southfields scheme which includes GD 300. This is part of the Design Manual for Roads and Bridges (DMRB) and includes requirements and advice for new and upgraded all-purpose trunk roads, covering four different levels of provision. Specifically, the scheme is being designed as a Level 2 dual carriageway which means it will have All-Purpose Trunk Road designation and will be accessible to agricultural vehicles.	No
33	Engineering design	Disagrees with the proposals to create parallel roads	The proposed parallel roads aim to connect local villages to the two all-movement junctions (Mattock's Tree Green and Ashill Junction).	No
34	Engineering design	Considers there is no justification or requirement for providing a parallel road on the eastern side of the A358 to connect Broadway Street and Thickthorn Lane to the A358 as considers there is no fiscal benefit and that it restricts direct access from surrounding villages onto the road.	The proposed parallel roads aim to connect local villages to the two all-movement junctions (Mattock's Tree Green and Ashill Junction). The existing A358 also has many local roads and private accesses joining directly with it, which interrupt the flow of traffic and have the potential to create incidents, either by queueing traffic or turning movements, or by drivers trying to cross a junction to get to a village on the other side of the A358. By removing these the potential for incidents is reduced. National Highways notes that a parallel road on the western side of the A358 to connect Broadway Street and Thickthorn Lane is to counter the effects of severance on Broadway.	No
35	Engineering design	Suggests more is done to Southfields roundabouts. Appreciates it is part of the Phase 2 A303 upgrades however concerned that if Phase 2 does not go ahead there will be significant bottlenecks on the A358.	The scheme proposal for Southfields roundabout includes a number of improvements, including a segregated left turn lane from the A358 (North) approach, a two lane exit to the A303 (East), a three lane approach from the A303 (East), a three lane approach from the A358 (West) and improved spiral markings and additional lane capacity on the circulatory. Together these measures provide a significant enhancement to the capacity at the roundabout. This is illustrated by the operational model of Southfields roundabout, which indicates that it will operate within its practical capacity in the design year (2046) even during peak hours. Southfields roundabout design has been further amended following consultation feedback in order to maximise road safety and further enhance capacity of the junction. These changes are an increase in the length of the parallel merge layout to the A303 eastbound from the segregated left turn lane at the roundabout, and the widening of the A358 (West) approach between Ilminster Services and the roundabout.	N/A
36	Engineering design	Objection to the proposals for Southfields roundabout as this is considered a solution arising out of unnecessary dualling of the A358.	The scheme proposal for Southfields roundabout includes a number of improvements, including a segregated left turn lane from the A358 (North) approach, a two lane exit to the A303 (East), a three lane approach from the A303 (East), a three lane approach from the A358 (West) and improved spiral markings and additional lane capacity on the circulatory. Together these measures provide a significant enhancement to the capacity at the roundabout. This is illustrated by the operational model of Southfields roundabout, which indicates that it will operate within its practical capacity in the design year (2046) even during peak hours. Southfields roundabout design has been further amended following consultation feedback in order to maximise road safety and further enhance capacity of the junction. These changes are an increase in the length of the parallel merge layout to the A303 eastbound from the segregated left turn lane at the roundabout, and the widening of the A358 (West) approach between Ilminster Services and the roundabout.	No
37	Engineering design	Objection to proposals for Southfields roundabout as it is considered that this would be a waste of money and land. Suggests a slip road be added onto the A358 instead.	The scheme proposal for Southfields roundabout includes a number of improvements, including a segregated left turn lane from the A358 (North) approach, a two lane exit to the A303 (East), a three lane approach from the A303 (East), a three lane approach from the A358 (West) and improved spiral markings and additional lane capacity on the circulatory. Together these measures provide a significant enhancement to the capacity at the roundabout. This is illustrated by the operational model of Southfields roundabout, which indicates that it will	No

Appendix Table 5.1P Summary of matters raised in relation to Q4d of the feedback questionnaire in relation to proposals for Southfields roundabout and the National Highways response

Row Number	Topic	Matters raised in response to consultation – matters copied verbatim	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Y/N or N/A)
			operate within its practical capacity in the design year (2046) even during peak hours. Southfields roundabout design has been further amended following consultation feedback in order to maximise road safety and further enhance capacity of the junction. These changes are an increase in the length of the parallel merge layout to the A303 eastbound from the segregated left turn lane at the roundabout, and the widening of the A358 (West) approach between Ilminster Services and the roundabout.	
38	Engineering design	Considers the proposals for Southfields roundabout to not be a necessity.	The scheme proposal for Southfields roundabout includes a number of improvements, including a segregated left turn lane from the A358 (North) approach, a two lane exit to the A303 (East), a three lane approach from the A303 (East), a three lane approach from the A358 (West) and improved spiral markings and additional lane capacity on the circulatory. Together these measures provide a significant enhancement to the capacity at the roundabout. This is illustrated by the operational model of Southfields roundabout, which indicates that it will operate within its practical capacity in the design year (2046) even during peak hours. Southfields roundabout design has been further amended following consultation feedback in order to maximise road safety and further enhance capacity of the junction. These changes are an increase in the length of the parallel merge layout to the A303 eastbound from the segregated left turn lane at the roundabout, and the widening of the A358 (West) approach between Ilminster Services and the roundabout.	No
39	Environment	Concern Southfields roundabout will cause huge environmental damage and is too large in scale	National Highways note the concern over the level of environmental impact potentially arising at Southfields roundabout as a result of the scheme. The need for the scheme is established and set out in the Case for the Scheme (Document Reference 7.1). The proposals seek to address traffic congestion and safety issues that currently impact on local people and businesses (including reducing impacts on air quality), whilst seeking to improve connectivity for local residents and other road users. As part of the design development, we have adopted a mitigation hierarchy, aiming first to avoid impacts, and then to mitigate those we are unable to avoid. The mitigation measures we have adopted are described in the Environmental Statement (Document Reference 6.2)	Yes
40	Environment	Disagrees with the proposals for Southfields roundabout as considers it is detrimental to the environment	National Highways note the concern over the level of environmental impact potentially arising at Southfields roundabout as a result of the scheme. The need for the scheme is established and set out in the Case for the Scheme (Document Reference 7.1). The proposals seek to address traffic congestion and safety issues that currently impact on local people and businesses (including reducing impacts on air quality), whilst seeking to improve connectivity for local residents and other road users. As part of the design development, we have adopted a mitigation hierarchy, aiming first to avoid impacts, and then to mitigate those we are unable to avoid. The mitigation measures we have adopted are described in the Environmental Statement (Document Reference 6.2)	No
41	Environment	Disagrees with the proposals for Southfields roundabout as considers it will be damaging to the environment, wildlife, and cause pollution	National Highways note the concern over the level of environmental impact potentially arising at Southfields roundabout as a result of the scheme. The need for the scheme is established and set out in the Case for the Scheme (Document Reference 7.1). The proposals seek to address traffic congestion and safety issues that currently impact on local people and businesses (including reducing impacts on air quality), whilst seeking to improve connectivity for local residents and other road users. As part of the design development, we have adopted a mitigation hierarchy, aiming first to avoid impacts, and then to mitigate those we are unable to avoid. The mitigation measures we have adopted are described in the Environmental Statement (Document Reference 6.2)	No
42	Noise and vibration	Concerned the road is moving closer to properties and this will have impacts such as noise pollution.	The effects of the scheme in relation to noise (during both construction and operation) have been assessed. This is reported in Environmental Statement Chapter 11 Noise and vibration (Document Reference 6.2), which also sets out the measures that National Highways proposes to mitigate adverse noise effects. For example, where residents would be impacted by noise as a result of the scheme, the design includes the use of low noise surfacing, cuttings, acoustic bunds and other physical features to reduce noise impacts during operation and best practicable means including some localised noise screening and low vibration plant during construction. National Highways has also produced an Environmental Management Plan (Document Reference 6.4, Appendix 2.1), which explains how the impact of construction activities will be managed. The location of acoustic bunds and barriers are shown on Environmental Statement Figure 7.8 Environmental Masterplan (Document Reference 6.3).	N/A
43	Population and human health: community impacts	Copied response from 4c) (2) of the Community of Parishes response.	National Highways acknowledges support for responses provided to the consultation by the Community of Parishes and individual parish councils. Full responses to each of the matters raised can be found in the Consultation Report Appendix 5.2 Table 5.2B, Appendix 6.4 and Appendix 8.2 Table 8.2B (Document Reference 5.2). Suggested alternative proposals have been considered and some elements have been adopted into the scheme design.	No

Row Number	Topic	Matters raised in response to consultation – matters copied verbatim	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Y/N or N/A)
44	Population and human health: community impacts	Copied from 4c) (2) of the Community of Parishes response "Broadway's current direct connection to the A358 is important to the village, not just as a means for villagers to travel for work, leisure and health reasons to local or more distant destinations, but for residents in the wider area, notably in Ilminster and to the east, to reach the services Broadway provides. These include the over 2,000 people registered with Broadway's Church View Medical Centre who live outside the parish, mainly in or near Ilminster, or the families of children attending Neroche Primary School who travel to the village during term time. The communty objective from the outset has been to ensure that these important flows in and out of the village via Broadway Street are neither discouraged nor diverted to local roads in the village or via other communities in the area, like Horton and Ashill	National Highways acknowledges support for responses provided to the consultation by the Community of Parishes and individual parish councils. Full responses to each of the matters raised can be found in the Consultation Report Appendix 5.2 Table 5.2B, Appendix 6.4 and Appendix 8.2 Table 8.2B (Document Reference 5.2). Suggested alternative proposals have been considered and some elements have been adopted into the scheme design.	No
45	Population and human health: community impacts	Disagrees with the proposals for Southfields roundabout as considers it will disrupt local villages and communities	National Highways acknowledges the range of views expressed including concern around impact on local people. The proposals aim to address the traffic issues and long delays currently experienced along the route and to improve traffic flow, safety and connectivity for local residents and other road users. The beneficial and adverse effects of the scheme on the local community are reported in Environmental Statement Chapter 12 Population and health (Document Reference 6.2).	No
46	Population and human health: community impacts	Supports the proposals for Southfields roundabout as considers it will be better for local residents	National Highways acknowledges the range of views expressed, including those received in support of the scheme. The beneficial and adverse effects of the scheme on the local community are reported in Chapter 12 Population and human health of the Environmental Statement (Document Reference 6.2) submitted with the Development Consent Order application.	No
47	Population and human health: community impacts	Objects to the proposals for Southfields roundabout as considers it would impact local communities by increasing journey times.	National Highways acknowledges the range of views expressed including concern around impact on local people. The proposals aim to address the traffic issues and long delays currently experienced along the route and to improve traffic flow, safety and connectivity for local residents and other road users. The beneficial and adverse effects of the scheme on the local community are reported in Environmental Statement Chapter 12 Population and health (Document Reference 6.2).	No
48	Population and human health: community impacts	Support for this proposal is qualified. Consider Broadway's current direct connection to the A358 is important to the village, not just as a means for villagers to travel for work, leisure, education (i.e. Neroche Primary) and health reasons (i.e. Broadway Church View Medical Centre) to local or more distant destinations, but for residents in the wider area, notably in Ilminster and to the east, to reach the services Broadway provides.	For the A358 to become a high quality dual carriageway, junctions along its length must provide a safe means with which to exit or enter the A358 dual carriageway at high speed, complying with the Design Manual for Roads and Bridges (DMRB) CD 122. As such, most of the direct local road accesses have been removed and access to the A358 is from new grade separated junctions at Mattock's Tree Green and Ashill. Where the scheme is forecast to lead to increases in traffic on local roads, National Highways has agreed an approach with Somerset Council, the highway authority for these roads, to assess the forecast traffic impacts and determine whether mitigation is required. As part of the scheme, mitigation measures on the local road network are proposed to help ensure that increases in traffic do not have a detrimental impact on aspects such as traffic congestion or road safety on the local road network. Engagement with Somerset Council on the details of the local roads mitigation will continue into the detailed design stage.	No
49	Principle of development	Considers the proposals excessive to solve the problem with the A358. Highlights that the main congestion problem is the approach to J25 from Henlade and suggests this should be solved with a wider selection of road with more lane options in the last 300m of the approach.	The Preferred Route Announcement made in June 2019 was made considering public consultation feedback, and the accompanying Scheme Assessment Report (Document Reference 7.6) set out the reasons for the selection of a preferred route, including appraisal of alternatives. National Highways has progressed the scheme accordingly, and the options assessment process is set out in Environmental Statement Chapter 3 Assessment of alternatives (Document Reference 6.2). Please refer to Chapter 2 of this Consultation Report (Document Reference 5.1) for further information. The route is required to provide a continuous high quality dual carriageway across the strategic corridor, with safe overtaking opportunities. This would improve journey time reliability, allowing for higher speeds and faster connections, and improve safety by reducing accidents, for example by reducing the number of local lanes joining the A358. Somerset County Council completed an improvement scheme at M5 junction 25 in January 2021. This has increased the capacity at the roundabout and its approach arms significantly as the roundabout has been widened from three to four lanes. As part of the A358 Taunton to Southfields Dualling scheme, further enhancements are proposed at M5 junction 25, which would mean it would continue to operate within its capacity. The results of associated traffic modelling for M5 junction 25 are reported in the Combined Modelling and Appraisal Report (Document Reference 7.4).	No

Row Number	Topic	Matters raised in response to consultation – matters copied verbatim	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Y/N or N/A)
50	Principle of development	Asks why there is a parallel road	The proposed parallel roads aim to connect local villages to the two all-movement junctions (Mattock's Tree Green and Ashill Junction) The proposed scheme includes upgrading the existing single carriageway to a high-quality dual carriageway. This would improve safety and deliver more reliable journeys. Local councils and business leaders agree upgrading to a high-quality dual carriageway would help connect the South West better to neighbouring regions, unlocking its potential for growth and supporting plans for more homes and jobs.	N/A
51	Principle of development	Objects to proposals for Southfields roundabout as considers them not needed.	The Preferred Route Announcement made in June 2019 was made considering taking into account public consultation feedback, and the accompanying Scheme Appraisal Assessment Report (Document Reference 7.6) set out the reasons for the selection of a preferred route, including appraisal of alternatives. National Highways has progressed the scheme accordingly, and the options assessment process is set out in Chapter 3 Assessment of alternatives of the Environmental Statement (Document Reference 6.2). Please refer to Chapter 2 of this Consultation Report for further information. The scheme is part of the Government's Road Investment Strategy 2 (RIS2), which identifies parts of the strategic road network that need upgrading to improve safety, connectivity, and reliability for its users. The South West's economy is under-performing compared to the rest of the United Kingdom and local councils and business leaders agree that the scheme would help connect the South West better to neighbouring regions, unlocking its potential for growth and supporting plans for more homes and jobs. The scheme proposal for Southfields roundabout includes a number of improvements, including a segregated left turn lane from the A358 (North) approach, a two lane exit to the A303 (East), a three lane approach from the A303 (East), a three lane approach from the A358 (West) and improved spiral markings and additional lane capacity on the circulatory. Together these measures provide a significant enhancement to the capacity at the roundabout. This is illustrated by the operational model of Southfields roundabout, which indicates that it will operate within its practical capacity in the design year (2046) even during peak hours. Southfields roundabout design has been further amended following consultation feedback in order to maximise road safety and further enhance capacity of the junction. These changes are an increase in the length of the parallel merge layout to the A303 eastbound from the segregated left turn lane at the roundabout, and the widening of the A358 (West) approach between Ilminster Services and the roundabout.	N/A
52	Principle of development	Support for proposals at Southfields Roundabout as it would be beneficial for local residents	National Highways acknowledges the range of views expressed, including those received in support of the scheme.	N/A
53	Principle of development	Supports the proposals at Southfields Roundabout as they are a logical solution	National Highways acknowledges the range of views expressed, including those received in support of the scheme.	N/A
54	Principle of development	Supports proposals as they retain communication with existing west side villages.	National Highways acknowledges the range of views expressed, including those received in support of the scheme.	N/A
55	Principle of development	Supports the scheme, considers the road improvement is needed.	National Highways acknowledges the range of views expressed, including those received in support of the scheme.	N/A
56	Principle of development	Considers the proposals a total waste of money and not needed.	National Highways assess the costs and benefits of the scheme using a number of different assessments to understand impacts including journey time savings to road users, road safety, wider economic impacts, and a range of environmental aspects. The scheme is reviewed by both National Highways and the Department for Transport to examine whether the benefits outweigh the costs, and whether the business case for the scheme is sufficient strong to support delivery. This is reviewed at every stage of work to determine whether the scheme delivery should be continued; the scheme has already gone through a strategic outline business case, and the preliminary design stage sets out the outline business case (a more detailed version). A full business case will be prepared during construction preparation if the Development Consent Order is granted. The proposed scheme is part of the Government's Road Investment Strategy 2 (RIS2), which identifies parts of the strategic road network that need upgrading to improve safety, connectivity, and reliability for its users. The South West's economy is under-performing compared to the rest of the United Kingdom and local councils and business leaders agree that the scheme would help connect the South West better to neighbouring regions, unlocking its potential for growth and supporting plans for more homes and jobs. The Case for the Scheme (Document Reference 7.1) explains the need for the proposed development and the reasons why the scheme put forward as part of this Development Consent Order application is the preferred solution.	N/A

Row Number	Topic	Matters raised in response to consultation – matters copied verbatim	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Y/N or N/A)
			Details of the economic appraisal of the scheme, which forms the basis for the value for money assessment, are provided in the Combined Modelling and Appraisal Report (Document Reference 7.4).	
57	Principle of development	No explanation has been provided as to why adoption of the Expressway standard is more relevant to the circumstances of the route than the standard adopted, for instance, for the Sparkford to Ilchester section of the A303 currently under construction. That section of the A303 will have slip roads of the type needed at Broadway Street.	The National Highways delivery plan for 2020 – 2025 confirms that we're committed to delivering a high-quality and high-performing dual carriageway route along the A303/A358 corridor, not an expressway or a motorway. This represented a change to the Government's first Road Investment Strategy (RIS1) intention to create a new Expressway corridor into the region, but the second Road Investment Strategy (RIS2) revised this intention, taking into account an expressway prohibits the use of farm vehicles, and the local area is rural in nature. As part of the scheme National Highways would permit local traffic and agricultural traffic to join the strategic network in a safe way via a limited number of junctions.	N/A
58	Road drainage and the water environment	Supports proposals for Southfields roundabout. Highlights flooding issues at Broadway Street Road off the A358.	The support for the proposals at Southfields roundabout are welcomed. National Highways acknowledge the information shared regarding existing flooding. As set out in Environmental Statement (ES) Chapter 13 Road drainage and the water environment (Document Reference 6.2), appropriate assessment and flood modelling work has been undertaken to inform the design of the road drainage system. This has determined the size of attenuation needed to store excess surface water generated by the hard road surfaces. These attenuation basins will then allow water to flow into the local rivers at a controlled rate once they have returned to normal level. The drainage design of the scheme is to modern standards and accounts for the extremes in rainfall and potential increases in rain storm intensity and volumes as a result of climate change.	No
59	Safety and road accidents	Suggests traffic calming measures should be incorporated into the proposals.	By improving congestion and reliability, the scheme aims to reduce the likelihood of drivers choosing alternative routes through neighbouring communities and make it easier for drivers, walkers, cyclists and other local road users to get around. National Highways has undertaken traffic modelling of the A358 and surrounding area to understand the changes in traffic flows. The results are reported in the Combined Modelling and Appraisal Report (Document Reference 7.4) and shows that there will be slight or negligible changes on most local roads, although with some seeing very significant benefits as a result of reductions in vehicles using alternative routes to the A358 between Taunton and Ilminster. Where the scheme is forecast to lead to increases in traffic on local roads, National Highways has agreed an approach with Somerset Council, the highway authority for these roads, to assess the forecast traffic impacts and determine whether mitigation is required. As part of the scheme, mitigation measures on the local road network are proposed to help ensure that increases in traffic do not have a detrimental impact on aspects such as traffic congestion or road safety on the local road network. Engagement with Somerset Council on the details of the local roads mitigation will continue into the detailed design stage.	Yes
60	Safety and road accidents	Support proposals for Southfields Roundabout as it is considered that this would provide safe access for local residents.	National Highways acknowledges the range of views expressed, including those received in support of the scheme.	N/A
61	Safety and road accidents	Considers cycling from Broadway require cycling on the old A303 route from Horton will be dangerous due to traffic travelling at high speeds. Requests the bridged crossing point be located at the end of Broadway Road or the cycling provision from Horton to the bridge over the A358 to be improved to provide safe cycling environment	The identified offline cycle route runs along the A358 (west, i.e. the old A303) between Horton Cross and Southfields roundabout. Most of this 500m length of carriageway is outside the scheme boundary and the responsibility of the local highway authority. The scheme includes improvements to benefit cyclists on approach to Southfields roundabout. As an outcome of consultation, a new overbridge at Jordans Farm replaces Ding bridge. It would connect the old A358 at Horton Cross and Cad Road and be classified as a restricted byway. The overbridge would be shared use with the landowner and very lightly trafficked.	Yes
62	Safety and road accidents	States there needs to be safe access facilities for cyclists, walkers and local cars	By improving congestion and reliability, the scheme aims to reduce the likelihood of drivers choosing alternative routes through neighbouring communities and make it easier for drivers, walkers, cyclists and other local road users to get around. National Highways has undertaken traffic modelling of the A358 and surrounding area to understand the changes in traffic flows. The results are reported in the Combined Modelling and Appraisal Report (Document Reference 7.4) and shows that there will be slight or negligible changes on most local roads, although with some seeing very significant benefits as a result of reductions in vehicles using alternative routes to the A358 between Taunton and Ilminster. Where the scheme is forecast to lead to increases in traffic on local roads, National Highways has agreed an approach with Somerset Council, the highway authority for these roads, to assess the forecast traffic impacts and determine whether mitigation is required. As part of the scheme, mitigation measures on the local road	No

Row Number	Topic	Matters raised in response to consultation – matters copied verbatim	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Y/N or N/A)
			network are proposed to help ensure that increases in traffic do not have a detrimental impact on aspects such as traffic congestion or road safety on the local road network. Engagement with Somerset Council on the details of the local roads mitigation will continue into the detailed design stage.	
63	Safety and road accidents	Considers options to enhance local access and simplify (i.e. reduce) number of entry/exit points to current A358 should be encouraged, and would improve road safety. If this aim can be met with a local rural-style access route as proposed to Broadway, then this should be explored. However, note in design that a more 'urban-style' 2-lane with road marking type road is being envisaged in current scheme, simply adding to the 12 lanes of road now being proposed across a transect through Ashill junction region.	The National Highways delivery plan for 2020 – 2025 confirms that we're committed to delivering a high-quality and high-performing dual carriageway route along the A303/A358 corridor, not an expressway or a motorway. This represented a change to the Government's first Road Investment Strategy (RIS1) intention to create a new Expressway corridor into the region, but the second Road Investment Strategy (RIS2) revised this intention, taking into account an expressway prohibits the use of farm vehicles, and the local area is rural in nature. As part of the scheme National Highways would permit local traffic and agricultural traffic to join the strategic network in a safe way via a limited number of junctions. National Highways would make improvements to Southfields roundabout to increase capacity and adapt to the new A358 route, making it easier and safer for road users. National Highways propose a dedicated left turn lane between the A358 and the A303 eastbound, along with widening of the A303 eastbound exit onto the Ilminster Bypass. Further proposed improvements include widening the A303 westbound entry, widening the A358 entry from Horton Cross and improving the signage and road markings. For the A358 to become a high quality dual carriageway, junctions along its length must provide a safe means with which to exit or enter the A358 dual carriageway at high speed, complying with the Design Manual for Roads and Bridges (DMRB) CD 122. As such, most of the direct local road accesses have been removed and access to the A358 is from new grade separated junctions at Mattock's Tree Green and Ashill.	N/A
64	Traffic, access and modelling	Supports the proposals for a parallel road on the western side of the A358 to connect Broadway Street and Thickthorn Lane with Ashill junction as considered that it is needed for locals and to improve traffic flow. Notes that the potential benefit of these proposals are difficult to understand. Considers that a lot of traffic uses the Broadway St junction to shortcut the Southfields junction and pick up further down the A303 and vice versa; and that with overall traffic flow improvements this may be lessened anyway.	By improving congestion and reliability, the scheme aims to reduce the likelihood of drivers choosing alternative routes through neighbouring communities and make it easier for drivers, walkers, cyclists and other local road users to get around. National Highways has undertaken traffic modelling of the A358 and surrounding area to understand the changes in traffic flows. The results are reported in the Combined Modelling and Appraisal Report (Document Reference 7.4) and shows that there will be slight or negligible changes on most local roads, although with some seeing very significant benefits as a result of reductions in vehicles using alternative routes to the A358 between Taunton and Ilminster. Where the scheme is forecast to lead to increases in traffic on local roads, National Highways has agreed an approach with Somerset Council, the highway authority for these roads, to assess the forecast traffic impacts and determine whether mitigation is required. As part of the scheme, mitigation measures on the local road network are proposed to help ensure that increases in traffic do not have a detrimental impact on aspects such as traffic congestion or road safety on the local road network. Engagement with Somerset Council on the details of the local roads mitigation will continue into the detailed design stage.	No
65	Traffic, access and modelling	Considers Broadway Street/Road incapable of taking two-way traffic. Notes it floods, is impassable, and even if travelling on-way it is difficult due to the rat run through Horton and Broadway when Southfields roundabout is blocked. Questions if the rat run through Suggs Lane and Broadway Road will be stopped.	By improving congestion and reliability, the scheme aims to reduce the likelihood of drivers choosing alternative routes through neighbouring communities and make it easier for drivers, walkers, cyclists and other local road users to get around. National Highways has undertaken traffic modelling of the A358 and surrounding area to understand the changes in traffic flows. The results are reported in the Combined Modelling and Appraisal Report (Document Reference 7.4) and shows that there will be slight or negligible changes on most local roads, although with some seeing very significant benefits as a result of reductions in vehicles using alternative routes to the A358 between Taunton and Ilminster. Where the scheme is forecast to lead to increases in traffic on local roads, National Highways has agreed an approach with Somerset Council, the highway authority for these roads, to assess the forecast traffic impacts and determine whether mitigation is required. As part of the scheme, mitigation measures on the local road network are proposed to help ensure that increases in traffic do not have a detrimental impact on aspects such as traffic congestion or road safety on the local road network. Engagement with Somerset Council on the details of the local roads mitigation will continue into the detailed design stage.	N/A
66	Traffic, access and modelling	Notes increasing junctions along the road will be important to reducing congestion.	For the A358 to become a high quality dual carriageway, junctions along its length must provide a safe means with which to exit or enter the A358 dual carriageway at high speed, complying with the Design Manual for Roads and Bridges (DMRB) CD 122. As such, most of the direct local road accesses have been removed and access to the A358 is from new grade separated junctions at Mattock's Tree Green and Ashill.	N/A

Row Number	Topic	Matters raised in response to consultation – matters copied verbatim	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Y/N or N/A)
			Where the scheme is forecast to lead to increases in traffic on local roads, National Highways has agreed an approach with Somerset Council, the highway authority for these roads, to assess the forecast traffic impacts and determine whether mitigation is required. As part of the scheme, mitigation measures on the local road network are proposed to help ensure that increases in traffic do not have a detrimental impact on aspects such as traffic congestion or road safety on the local road network. Engagement with Somerset Council on the details of the local roads mitigation will continue into the detailed design stage.	
67	Traffic, access and modelling	Highlights the need for local traffic to assess the new road without the need to go via Southfields roundabout.	For the A358 to become a high quality dual carriageway, junctions along its length must provide a safe means with which to exit or enter the A358 dual carriageway at high speed, complying with the Design Manual for Roads and Bridges (DMRB) CD 122. As such, most of the direct local road accesses have been removed and access to the A358 is from new grade separated junctions at Mattock's Tree Green and Ashill. Where the scheme is forecast to lead to increases in traffic on local roads, National Highways has agreed an approach with Somerset Council, the highway authority for these roads, to assess the forecast traffic impacts and determine whether mitigation is required. As part of the scheme, mitigation measures on the local road network are proposed to help ensure that increases in traffic do not have a detrimental impact on aspects such as traffic congestion or road safety on the local road network. Engagement with Somerset Council on the details of the local roads mitigation will continue into the detailed design stage.	No
68	Traffic, access and modelling	Notes that Broadway needs access to the A358.	For the A358 to become a high quality dual carriageway, junctions along its length must provide a safe means with which to exit or enter the A358 dual carriageway at high speed, complying with the Design Manual for Roads and Bridges (DMRB) CD 122. As such, most of the direct local road accesses have been removed and access to the A358 is from new grade separated junctions at Mattock's Tree Green and Ashill. Where the scheme is forecast to lead to increases in traffic on local roads, National Highways has agreed an approach with Somerset Council, the highway authority for these roads, to assess the forecast traffic impacts and determine whether mitigation is required. As part of the scheme, mitigation measures on the local road network are proposed to help ensure that increases in traffic do not have a detrimental impact on aspects such as traffic congestion or road safety on the local road network. Engagement with Somerset Council on the details of the local roads mitigation will continue into the detailed design stage.	No
69	Traffic, access and modelling	Copied from 4c) (3) of the Community of Parishes response "The proposed link connecting Broadway Street and Thickthorn Lane to the proposed Ashill junction achieves some of this objective. Accordingly, there is support for National Highways' proposals for Broadway Street in this respect. However, National Highways' plans fail to provide direct access to Broadway off the A358 for eastbound traffic. Such traffic would have to use the less convenient Ashill junction, involving an unrealistic additional 3.2 miles for a round trip from Southfields roundabout, twice the distance compared to the Suggs Lane route. There is significant local concern that those wishing to reach Broadway for medical, educational, social or employment purposes may be discouraged from doing so or would use the shorter route via Suggs Lane, which is totally unsuitable for increased levels of traffic.	National Highways acknowledges support for responses provided to the consultation by the Community of Parishes and individual parish councils. Full responses to each of the matters raised can be found in the Consultation Report Appendix 5.2 Table 5.2B, Appendix 6.4 and Appendix 8.2 Table 8.2B (Document Reference 5.2). Suggested alternative proposals have been considered and some elements have been adopted into the scheme design.	N/A
70	Traffic, access and modelling	Support for proposals for Southfields roundabout. Considers this to be an obvious improvement for local traffic.	National Highways acknowledges the range of views expressed, including those received in support of the scheme.	N/A
71	Traffic, access and modelling	Support for proposals for Southfields roundabout as is considered important that residents of Broadway and Horton can access the new road to Taunton/M5 and also cross to Ilton, Barrington and villages on east side of A358.	National Highways acknowledges the range of views expressed, including those received in support of the scheme.	N/A
72	Traffic, access and modelling	Support for proposals for Southfields roundabout as it is considered this would provide better access to Broadway and the local amenities.	National Highways acknowledges the range of views expressed, including those received in support of the scheme.	N/A
73	Traffic, access and modelling	Supports the proposals for a Southfields roundabout as considers it will allow residents from Broadway to access the A358 via Donyatt Hill or through Ashill's Thickthorn Lane.	National Highways acknowledges the range of views expressed, including those received in support of the scheme.	N/A
74	Traffic, access and modelling	Supports proposals as would improve congestion.	National Highways acknowledges the range of views expressed, including those received in support of the scheme.	N/A
75	Traffic, access and modelling	Agrees with proposals for Southfields Roundabout as it would be a useful connection.	National Highways acknowledges the range of views expressed, including those received in support of the scheme.	N/A

Appendix Table 5.1P Summary of matters raised in relation to Q4d of the feedback questionnaire in relation to proposals for Southfields roundabout and the National Highways response

Row Number	Topic	Matters raised in response to consultation – matters copied verbatim	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Y/N or N/A)
76	Traffic, access and modelling	Support for proposals for Southfields roundabout, as it is hoped that this would capture a significant amount of Horton traffic.	National Highways acknowledges the range of views expressed, including those received in support of the scheme.	N/A
77	Traffic, access and modelling	Support for proposals for Southfields roundabout as it would maintain connectivity between villages for local traffic and public transport.	National Highways acknowledges the range of views expressed, including those received in support of the scheme.	N/A
78	Traffic, access and modelling	Support for proposals for Southfields roundabout and highlights that local traffic needs a connection to the wider highway network. Considers that the proposal seems to strike a balance between having too many accesses to the new road and cutting off local residents.	National Highways acknowledges the range of views expressed, including those received in support of the scheme.	N/A
79	Traffic, access and modelling	Highlights importance of proposals for Southfields roundabout for local residents as it is considered these would enable residents to avoid the new road during busy summer periods.	National Highways acknowledges the range of views expressed, including those received in support of the scheme.	N/A
80	Traffic, access and modelling	Agrees with proposals for Southfields Roundabout as it separates trunk road traffic from local traffic	National Highways acknowledges the range of views expressed, including those received in support of the scheme.	N/A
81	Traffic, access and modelling	Supports the proposals for Southfields roundabout as considers it will avoid congestion with traffic wishing to join the new road towards Ilminster, and provide easy access to Ilton and Langport without having to exit and join the new road.	National Highways acknowledges the range of views expressed, including those received in support of the scheme.	N/A
82	Traffic, access and modelling	Considers proposals provide the best access for Broadway to the A358 and Thickthorn Lane as a convinient by-product.	National Highways acknowledges the range of views expressed, including those received in support of the scheme.	N/A
83	Traffic, access and modelling	Supports proposals for Southfields roundabout as considers it provides efficient connection	National Highways acknowledges the range of views expressed, including those received in support of the scheme.	N/A
84	Traffic, access and modelling	Support for proposals for Southfields roundabout and considers that this would be very necessary for locals. Highlights that Broadway residents are concerned over the blockage of the Broadway road.	National Highways acknowledges the range of views expressed, including those received in support of the scheme. Note that Broadway Street will have a link road extending it to Ashill and that local routes to Southfield Roundabout are retained.	N/A
85	Traffic, access and modelling	Concerned delays at Southfields will cause traffic to seek alternative routes and divert down narrow inappropriate lanes. Concerned with will cause delays and restrict access for emergency vehicles.	National Highways have undertaken traffic modelling of the A358 and surrounding area to understand the changes in routeing. Most villages in the vicinity of the A358 will see little change in their routes to the east and west. Bridges and underpasses are provided or retained to allow local connectivity across the A358 once it is upgraded to a high quality dual carriageway. It is acknowledged that some of these routes are longer than the existing routes that cross the A358, however these routes are safer than those currently available due to entirely avoiding the need to interact with traffic on the A358. Checks on journey times between local villages and both M5 junction 25 and Southfields roundabout have been carried out using the traffic modelling. These show that generally there are reductions in overall journey times due to the much faster speed of the scheme, although some trips have slightly longer journey times. Journey time reliability is improved with the scheme due to the road being safer and there being safe opportunities to overtake slower vehicles. The methodology and results of the traffic modelling is reported in the Combined Modelling and Appraisal Report (Document Reference 7.4).	No
86	Traffic, access and modelling	Disagrees with the proposals Southfields roundabout as considers it will turn all villages into rat runs.	By improving congestion and reliability, the scheme aims to reduce the likelihood of drivers choosing alternative routes through neighbouring communities and make it easier for drivers, walkers, cyclists and other local road users to get around. National Highways has undertaken traffic modelling of the A358 and surrounding area to understand the changes in traffic flows. The results are reported in the Combined Modelling and Appraisal Report (Document Reference 7.4) and shows that there will be slight or negligible changes on most local roads, although with some seeing very significant benefits as a result of reductions in vehicles using alternative routes to the A358 between Taunton and Ilminster. Where the scheme is forecast to lead to increases in traffic on local roads, National Highways has agreed an approach with Somerset Council, the highway authority for these roads, to assess the forecast traffic impacts and determine whether mitigation is required. As part of the scheme, mitigation measures on the local road network are proposed to help ensure that increases in traffic do not have a detrimental impact on aspects such as traffic congestion or road safety on the local road network. Engagement with Somerset Council on the details of the local roads mitigation will continue into the detailed design stage.	No
87	Traffic, access and modelling	Concerned there has been little consideration to the effect of traffic in the adjacent villages. Concerned that traffic in Broadway will increase as	By improving congestion and reliability, the scheme aims to reduce the likelihood of drivers choosing alternative routes through neighbouring communities and make it easier for drivers, walkers, cyclists and other local road	No

Appendix Table 5.1P Summary of matters raised in relation to Q4d of the feedback questionnaire in relation to proposals for Southfields roundabout and the National Highways response

Row Number	Topic	Matters raised in response to consultation – matters copied verbatim	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Y/N or N/A)
		congestion blocks up the A358 at Southfields. Notes Suggs Lane and Broadway Street are only suitable for single lane traffic yet is often subject to rat running and associated blockages and congestion.	users to get around. National Highways has undertaken traffic modelling of the A358 and surrounding area to understand the changes in traffic flows. The results are reported in the Combined Modelling and Appraisal Report (Document Reference 7.4) and shows that there will be slight or negligible changes on most local roads, although with some seeing very significant benefits as a result of reductions in vehicles using alternative routes to the A358 between Taunton and Ilminster. Where the scheme is forecast to lead to increases in traffic on local roads, National Highways has agreed an approach with Somerset Council, the highway authority for these roads, to assess the forecast traffic impacts and determine whether mitigation is required. As part of the scheme, mitigation measures on the local road network are proposed to help ensure that increases in traffic do not have a detrimental impact on aspects such as traffic congestion or road safety on the local road network. Engagement with Somerset Council on the details of the local roads mitigation will continue into the detailed design stage.	
88	Traffic, access and modelling	Concerned the proposals for Southfields roundabout are inadequate. Suggests the interchange should be upgraded to provide unrestricted access to and from the A358 and A303. Notes the needs of local traffic going to Ilminster should also be met. Concerned that without upgrades traffic will exit the A358 early and create problems on the local roads. Concerned there are no proposals to deal with problems at Hanning Road/current A358 T junction congestion and the problems will worsen as a result.	Part of the scheme includes upgrades to the Southfields roundabout so that we can safely adapt it to the new dual carriageway. Although a full upgrade of the roundabout is not included in these plans, National Highways are working on a future scheme for the A303 South Petherton to Southfields, carrying out a study on this section of the A303 to improve the flow of traffic. The A303 South Petherton to Southfields scheme was being considered as part of a pipeline of schemes that may be delivered through the third Road Investment Strategy (RIS3) period (2025-2030). In March 2023, Government announced the pipeline of schemes earmarked for RIS3 (covering 2025 to 2030) will continue to be developed but considered for delivery as part of RIS4 (beyond 2030). All the schemes in the pipeline programme remain uncommitted, with no guarantee they will be taken forward into construction. National Highways has undertaken operational modelling of all junctions along the A358 corridor, including the upgraded Southfields roundabout. These confirm that all junctions along the A358 will operate within their practical capacity. As part of this process forecast queue lengths at all junctions have also been reviewed to ensure that there are no operational or safety concerns. The methodology and results of the traffic modelling is reported in the Combined Modelling and Appraisal Report (Document Reference 7.4).	No
89	Traffic, access and modelling	Concerned the scheme will reduce connectivity for Horton residents due to traffic diversions - creating delays and preventing local access. Concerned closing access to the A358 at Broadway and Stewley Cross will lengthen journeys between Horton and J25. Notes other more direct routes are only single track with no passing places.	National Highways have undertaken traffic modelling of the A358 and surrounding area to understand the changes in routeing. Most villages in the vicinity of the A358 will see little change in their routes to the east and west. Bridges and underpasses are provided or retained to allow local connectivity across the A358 once it is upgraded to a high quality dual carriageway. It is acknowledged that some of these routes are longer than the existing routes that cross the A358, however these routes are safer than those currently available due to entirely avoiding the need to interact with traffic on the A358. Checks on journey times between local villages and both M5 junction 25 and Southfields roundabout have been carried out using the traffic modelling. These show that generally there are reductions in overall journey times due to the much faster speed of the scheme, although some trips have slightly longer journey times. Journey time reliability is improved with the scheme due to the road being safer and there being safe opportunities to overtake slower vehicles. The methodology and results of the traffic modelling is reported in the Combined Modelling and Appraisal Report (Document Reference 7.4).	N/A
90	Traffic, access and modelling	Suggests the proposals are needed to allow residents from Broadway to access the A358. Concerned however that local traffic travelling to Broadway for facilities will have an increase in journey times and more traffic will be funneled through Ashill. Suggests that all traffic coming from Ilminster to Broadway will have to travel north of Broadway to access Ashill junction before travelling south again to reach Broadway. Questions if increasing journey length for hundreds of people is justified given the climate emergency.	National Highways have undertaken traffic modelling of the A358 and surrounding area to understand the changes in routeing. Most villages in the vicinity of the A358 will see little change in their routes to the east and west. Bridges and underpasses are provided or retained to allow local connectivity across the A358 once it is upgraded to a high quality dual carriageway. It is acknowledged that some of these routes are longer than the existing routes that cross the A358, however these routes are safer than those currently available due to entirely avoiding the need to interact with traffic on the A358. Checks on journey times between local villages and both M5 junction 25 and Southfields roundabout have been carried out using the traffic modelling. These show that generally there are reductions in overall journey times due to the much faster speed of the scheme, although some trips have slightly longer journey times. Journey time reliability is improved with the scheme due to the road being safer and there being safe opportunities to overtake slower vehicles.	N/A

Appendix Table 5.1P Summary of matters raised in relation to Q4d of the feedback questionnaire in relation to proposals for Southfields roundabout and the National Highways response

Row Number	Topic	Matters raised in response to consultation – matters copied verbatim	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Y/N or N/A)
			The methodology and results of the traffic modelling is reported in the Combined Modelling and Appraisal Report (Document Reference 7.4).	
91	Traffic, access and modelling	Considers the local road network surrounding Hatch Beauchamp to be unsuitable for increased traffic due to narrow roads with limited passing spaces and high hedges. Concerned the proposals would route local traffic via Hatch Beauchamp to access the A358.	By improving congestion and reliability, the scheme aims to reduce the likelihood of drivers choosing alternative routes through neighbouring communities and make it easier for drivers, walkers, cyclists and other local road users to get around. National Highways has undertaken traffic modelling of the A358 and surrounding area to understand the changes in traffic flows. The results are reported in the Combined Modelling and Appraisal Report (Document Reference 7.4) and shows that there will be slight or negligible changes on most local roads, although with some seeing very significant benefits as a result of reductions in vehicles using alternative routes to the A358 between Taunton and Ilminster. Where the scheme is forecast to lead to increases in traffic on local roads, National Highways has agreed an approach with Somerset Council, the highway authority for these roads, to assess the forecast traffic impacts and determine whether mitigation is required. As part of the scheme, mitigation measures on the local road network are proposed to help ensure that increases in traffic do not have a detrimental impact on aspects such as traffic congestion or road safety on the local road network. Engagement with Somerset Council on the details of the local roads mitigation will continue into the detailed design stage.	N/A
92	Traffic, access and modelling	Concerned traffic volume into Ashill and the surrounding area will increase due to the Ashill junction proposals. Concerned larger vehicles will be unable to access the A358 due to closures at Thickthorn end and the Hasting road being narrow and in poor condition.	By improving congestion and reliability, the scheme aims to reduce the likelihood of drivers choosing alternative routes through neighbouring communities and make it easier for drivers, walkers, cyclists and other local road users to get around. National Highways has undertaken traffic modelling of the A358 and surrounding area to understand the changes in traffic flows. The results are reported in the Combined Modelling and Appraisal Report (Document Reference 7.4) and shows that there will be slight or negligible changes on most local roads, although with some seeing very significant benefits as a result of reductions in vehicles using alternative routes to the A358 between Taunton and Ilminster. Where the scheme is forecast to lead to increases in traffic on local roads, National Highways has agreed an approach with Somerset Council, the highway authority for these roads, to assess the forecast traffic impacts and determine whether mitigation is required. As part of the scheme, mitigation measures on the local road network are proposed to help ensure that increases in traffic do not have a detrimental impact on aspects such as traffic congestion or road safety on the local road network. Engagement with Somerset Council on the details of the local roads mitigation will continue into the detailed design stage. During the 2021 statutory consultation, it was noted that there was concern about the rise in traffic flow forecast through the village of Ashill. As a result, National Highways proposed some changes along the old A358 though Ashill which would reduce driver speeds and therefore improve safety for all road users. The changes proposed are to narrow the road, build sections of kerbs or footways into the road and improved pedestrian crossing facilities at several locations through the village as well as enhancing road signing and marking. These measures have been agreed in principle with Somerset Council, however further work is required to agree aspects such as the detailed design and construction specification. These measures would reduce driver speeds and therefore improve safety for all users.	No
93	Traffic, access and modelling	Disagrees with the proposals for Southfields roundabout as considers this route will take traffic past a local primary school	By improving congestion and reliability, the scheme aims to reduce the likelihood of drivers choosing alternative routes through neighbouring communities and make it easier for drivers, walkers, cyclists and other local road users to get around. National Highways has undertaken traffic modelling of the A358 and surrounding area to understand the changes in traffic flows. The results are reported in the Combined Modelling and Appraisal Report (Document Reference 7.4) and shows that there will be slight or negligible changes on most local roads, although with some seeing very significant benefits as a result of reductions in vehicles using alternative routes to the A358 between Taunton and Ilminster. Where the scheme is forecast to lead to increases in traffic on local roads, National Highways has agreed an approach with Somerset Council, the highway authority for these roads, to assess the forecast traffic impacts and determine whether mitigation is required. As part of the scheme, mitigation measures on the local road network are proposed to help ensure that increases in traffic do not have a detrimental impact on aspects such	No

Row Number	Topic	Matters raised in response to consultation – matters copied verbatim	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Y/N or N/A)
			as traffic congestion or road safety on the local road network. Engagement with Somerset Council on the details of the local roads mitigation will continue into the detailed design stage.	
94	Traffic, access and modelling	Disagrees with the proposals for Southfields roundabout as considers it will lead to more traffic through Broadway Street which is currently not conductive to traffic flow or safety	By improving congestion and reliability, the scheme aims to reduce the likelihood of drivers choosing alternative routes through neighbouring communities and make it easier for drivers, walkers, cyclists and other local road users to get around. National Highways has undertaken traffic modelling of the A358 and surrounding area to understand the changes in traffic flows. The results are reported in the Combined Modelling and Appraisal Report (Document Reference 7.4) and shows that there will be slight or negligible changes on most local roads, although with some seeing very significant benefits as a result of reductions in vehicles using alternative routes to the A358 between Taunton and Ilminster. Where the scheme is forecast to lead to increases in traffic on local roads, National Highways has agreed an approach with Somerset Council, the highway authority for these roads, to assess the forecast traffic impacts and determine whether mitigation is required. As part of the scheme, mitigation measures on the local road network are proposed to help ensure that increases in traffic do not have a detrimental impact on aspects such as traffic congestion or road safety on the local road network. Engagement with Somerset Council on the details of the local roads mitigation will continue into the detailed design stage.	No
95	Traffic, access and modelling	Requests the provision of road restrictions to keep traffic local and essential.	By improving congestion and reliability, the scheme aims to reduce the likelihood of drivers choosing alternative routes through neighbouring communities and make it easier for drivers, walkers, cyclists and other local road users to get around. National Highways has undertaken traffic modelling of the A358 and surrounding area to understand the changes in traffic flows. The results are reported in the Combined Modelling and Appraisal Report (Document Reference 7.4) and shows that there will be slight or negligible changes on most local roads, although with some seeing very significant benefits as a result of reductions in vehicles using alternative routes to the A358 between Taunton and Ilminster. Where the scheme is forecast to lead to increases in traffic on local roads, National Highways has agreed an approach with Somerset Council, the highway authority for these roads, to assess the forecast traffic impacts and determine whether mitigation is required. As part of the scheme, mitigation measures on the local road network are proposed to help ensure that increases in traffic do not have a detrimental impact on aspects such as traffic congestion or road safety on the local road network. Engagement with Somerset Council on the details of the local roads mitigation will continue into the detailed design stage.	No
96	Traffic, access and modelling	Disagrees with proposals for Southfields roundabout. Comment that with increasing traffic and destruction of villages with large housing estates and heavier density of traffic; all additional measures to allow safe access to all villages and current planned and future housing estates are necessary.	By improving congestion and reliability, the scheme aims to reduce the likelihood of drivers choosing alternative routes through neighbouring communities and make it easier for drivers, walkers, cyclists and other local road users to get around. National Highways has undertaken traffic modelling of the A358 and surrounding area to understand the changes in traffic flows. The results are reported in the Combined Modelling and Appraisal Report (Document Reference 7.4) and shows that there will be slight or negligible changes on most local roads, although with some seeing very significant benefits as a result of reductions in vehicles using alternative routes to the A358 between Taunton and Ilminster. Where the scheme is forecast to lead to increases in traffic on local roads, National Highways has agreed an approach with Somerset Council, the highway authority for these roads, to assess the forecast traffic impacts and determine whether mitigation is required. As part of the scheme, mitigation measures on the local road network are proposed to help ensure that increases in traffic do not have a detrimental impact on aspects such as traffic congestion or road safety on the local road network. Engagement with Somerset Council on the details of the local roads mitigation will continue into the detailed design stage.	No
97	Traffic, access and modelling	Suggests that putting more junctions onto a dual carriageway rather than trying to make an expressway would prevent the need for proposals at Southfields roundabout.	The National Highways delivery plan for 2020 – 2025 confirms that we're committed to delivering a high-quality and high-performing dual carriageway route along the A303/A358 corridor, not an expressway or a motorway. This represented a change to the Government's first Road Investment Strategy (RIS1) intention to create a new Expressway corridor into the region, but the second Road Investment Strategy (RIS2) revised this intention, taking into account an expressway prohibits the use of farm vehicles, and the local area is rural in nature. As part of the scheme National Highways would permit local traffic and agricultural traffic to join the strategic network in a safe way via a limited number of junctions.	N/A

Row Number	Topic	Matters raised in response to consultation – matters copied verbatim	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Y/N or N/A)
			For the A358 to become a high quality dual carriageway, junctions along its length must provide a safe means with which to exit or enter the A358 dual carriageway at high speed, complying with the Design Manual for Roads and Bridges (DMRB) CD 122. As such, most of the direct local road accesses have been removed and access to the A358 is from new grade separated junctions at Mattock's Tree Green and Ashill. Where the scheme is forecast to lead to increases in traffic on local roads, National Highways has agreed an approach with Somerset Council, the highway authority for these roads, to assess the forecast traffic impacts and determine whether mitigation is required. As part of the scheme, mitigation measures on the local road network are proposed to help ensure that increases in traffic do not have a detrimental impact on aspects such as traffic congestion or road safety on the local road network. Engagement with Somerset Council on the details of the local roads mitigation will continue into the detailed design stage.	
98	Traffic, access and modelling	Supports proposals that keep local traffic away from Southfields.	Part of the A358 Taunton to Southfields Dualling Scheme includes upgrades to the Southfields roundabout so that we can safely adapt it to the new dual carriageway. More details of the upgrades and their effects on traffic is reported in the Combined Modelling and Appraisal Report (Document Reference 7.4).	N/A
99	Traffic, access and modelling	Considers that the proposals for Southfields roundabout should maintain local access.	The changes to Southfields roundabout are to upgrade the existing junction without any change to local access routes, and therefore this will maintain local access. Southfields roundabout will be improved to mitigate both existing and forecast queueing and delay at the junction to maintain and improve local access at the junction. More details of the upgrades and their effects on traffic is reported in the Combined Modelling and Appraisal Report (Document Reference 7.4).	No
100	Walking, Cycling and Horse-riders	States it is unclear how you can walk to Jordans, Monks Yard before being able to cross the A358. Requests a crossing on level with Broadway Road which avoids crossing the new A358.	As an outcome of consultation, a new overbridge at Jordans would connect the old A358 at Horton Cross and Cad Road. The overbridge would be classified as a restricted byway, shared use with the landowner and very lightly trafficked. The restricted byway would connect with Broadway Street link on the southern side of the scheme.	Yes
101	Walking, Cycling and Horse-riders	Support the path for walkers, cyclists and horse-riders proposed between Broadway Street and Horton Cross via the abandoned A358.	National Highways acknowledges the support received in relation to the walking, cycling and horse-riding proposals.	N/A

Appendix Table 5.1Q Summary of matters raised in relation to Q4e the feedback questionnaire in relation to plans for Section 4: Ashill junction to Southfields roundabout and the National Highways response

Row Number	Topic	Matters raised in response to consultation – matters raised verbatim	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Y/N or N/A)
1	Alternatives to the scheme	Highlights that there are traffic congestion problems with the existing A358 Taunton-Southfields at each end of the stretch. States that the Taunton end requires a by-passing of the village of Henlade and that this should be easily achieved by constructing a new carriageway between the existing Nexus roundabout and the start of the existing dual carriageway East of the village. The Southfields end requires continuing A303 traffic to be kept off the roundabout and that this should be easily achieved by means of a flyover across the roundabout for the A303 carriageway.	The Preferred Route Announcement made in June 2019 was made considering public consultation feedback, and the accompanying Scheme Assessment Report (Document Reference 7.6) set out the reasons for the selection of a preferred route, including appraisal of alternatives. National Highways has progressed the scheme accordingly, and the options assessment process is set out in Environmental Statement Chapter 3 Assessment of alternatives (Document Reference 6.2). Please refer to Chapter 2 of this Consultation Report (Document Reference 5.1) for further information. The section between Thornfalcon and Southfields is required to provide a continuous high-quality, high-performing dual carriageway across the strategic corridor, with safe overtaking opportunities. This would improve journey time reliability, allowing for higher speeds and faster connections, and improve safety by reducing accidents, for example by reducing the number of local lanes joining the A358. Part of the scheme includes upgrades to the Southfields roundabout so that we can safely adapt it to the new dual carriageway. Although a full upgrade of the roundabout is not included in these plans, National Highways are working on a future scheme for the A303 South Petherton to Southfields, carrying out a study on this section of the A303 to improve the flow of traffic. The A303 South Petherton to Southfields scheme is being considered as part of a pipeline of scheme that may be delivered through the third Road Investment Strategy (RIS3) period (2025-2030). In March 2023, Government announced the pipeline of schemes earmarked for RIS3 (covering 2025 to 2030) will continue to be developed but considered for delivery as part of RIS4 (beyond 2030). All the schemes in the pipeline programme remain uncommitted, with no guarantee they will be taken forward into construction.	N/A
2	Alternatives to the scheme	Suggests that the Ilminster Bypass A303 should be improved and a flyover would improve congestion in this area. Considers that as it stands the proposed A358 improvement are not going to sort this issue but would probably make the situation worse.	Part of the scheme includes upgrades to the Southfields roundabout so that we can safely adapt it to the new dual carriageway. Although a full upgrade of the roundabout is not included in these plans, National Highways are working on a future scheme for the A303 South Petherton to Southfields, carrying out a study on this section of the A303 to improve the flow of traffic. The A303 South Petherton to Southfields scheme was being considered as part of a pipeline of schemes that may be delivered through the third Road Investment Strategy (RIS3) period (2025-2030). In March 2023, Government announced the pipeline of schemes earmarked for RIS3 (covering 2025 to 2030) will continue to be developed but considered for delivery as part of RIS4 (beyond 2030). All the schemes in the pipeline programme remain uncommitted, with no guarantee they will be taken forward into construction.	No
3	Alternatives to the scheme	Requests improvement be made to the A303 as this area is prone to traffic congestion and considers improvements to the A358 would increase the volume of traffic in a shorter amount of time to the A303.	Part of the scheme includes upgrades to the Southfields roundabout so that we can safely adapt it to the new dual carriageway. Although a full upgrade of the roundabout is not included in these plans, National Highways are working on a future scheme for the A303 South Petherton to Southfields, carrying out a study on this section of the A303 to improve the flow of traffic. The A303 South Petherton to Southfields scheme was being considered as part of a pipeline of schemes that may be delivered through the third Road Investment Strategy (RIS3) period (2025-2030). In March 2023, Government announced the pipeline of schemes earmarked for RIS3 (covering 2025 to 2030) will continue to be developed but considered for delivery as part of RIS4 (beyond 2030). All the schemes in the pipeline programme remain uncommitted, with no guarantee they will be taken forward into construction.	N/A
4	Alternatives to the scheme	Proposes to drop A303 Stonehenge project and use Stonehenge funding for cheaper alternative to A358 section 2 proposal and improvements to Southfields Roundabout and Ilminster Bypass	The Case for the Scheme (Document Reference 7.1) explains the need for the proposed development and the reasons why the scheme put forward as part of this Development Consent Order application is the preferred solution. The scheme is part of the Government's Road Investment Strategy 2 (RIS2), which identifies parts of the strategic road network that need upgrading to improve safety, connectivity, and reliability for its users. The South West's economy is under-performing compared to the rest of the United Kingdom and local councils and business leaders agree that the scheme would help connect the South West better to neighbouring regions, unlocking its potential for growth and supporting plans for more homes and jobs. Details of the economic appraisal of the scheme, which forms the basis for the value for money assessment, are provided in the Combined Modelling and Appraisal Report (Document Reference 7.4).	N/A

Appendix Table 5.1Q Summary of matters raised in relation to Q4e the feedback questionnaire in relation to plans for Section 4: Ashill junction to Southfields roundabout and the National Highways response

Row Number	Topic	Matters raised in response to consultation – matters raised verbatim	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Y/N or N/A)
5	Alternatives to the scheme	Disagrees with the proposals for Section 4 Ashill junction to Southfields roundabout and states the only sections which need improvements are the two ends of the road	The Preferred Route Announcement made in June 2019 was made taking into account public consultation feedback, and the accompanying Scheme Assessment Report (Document Reference 7.6) set out the reasons for the selection of a preferred route, including appraisal of alternatives. National Highways has progressed the scheme accordingly, and the options assessment process is set out in Environmental Statement Chapter 3 Assessment of alternatives (Document Reference 6.2). Please refer to Chapter 2 of this Consultation Report (Document Reference 5.1) for further information. National Highways acknowledges support for the scheme excluding the section between Thornfalcon and Southfields. However, that section is required to provide a continuous high-quality, high-performing dual carriageway across the strategic corridor, with safe overtaking opportunities. This would improve journey time reliability, allowing for higher speeds and faster connections, and improve safety by reducing accidents, for example by reducing the number of local lanes joining the A358. Part of the scheme includes upgrades to the Southfields roundabout so that we can safely adapt it to the new dual carriageway. Although a full upgrade of the roundabout is not included in these plans, National Highways are working on a future scheme for the A303 South Petherton to Southfields, carrying out a study on this section of the A303 to improve the flow of traffic. The A303 South Petherton to Southfields scheme was being considered as part of a pipeline of schemes that may be delivered through the third Road Investment Strategy (RIS3) period (2025-2030). In March 2023, Government announced the pipeline of schemes earmarked for RIS3 (covering 2025 to 2030) will continue to be developed but considered for delivery as part of RIS4 (beyond 2030). All the schemes in the pipeline programme remain uncommitted, with no guarantee they will be taken forward into construction.	N/A
6	Climate	Objects to the principle of development. Considers the road cannot be justified given the context of the climate and ecological emergency. Concerned the scheme does not take this emergency seriously or follow environmental science. Suggests the money should be spent on rebuilding nature rather than destroying the countryside.	National Highways acknowledge concern over the level of environmental impact potentially arising from the scheme. The need for the scheme is established and set out in the Case for the Scheme (Document Reference 7.1). The proposals seek to address traffic congestion and safety issues that currently impact on local people and businesses (including reducing impacts on air quality), whilst seeking to improve connectivity for local residents and other road users. As part of the design development, we have adopted a mitigation hierarchy, aiming first to avoid impacts, and then to mitigate those we are unable to avoid. The mitigation measures we have adopted are described in the Environmental Statement (Document Reference 6.2). National Highways is cognisant of the changes introduced by the Climate Change Act 2008 (2050 Target Amendment) Order 2019, and the net-zero ambition is set out within the amendments. The Secretary of State supports delivery of emission reductions through a system of five-year carbon budgets that set a trajectory for reducing greenhouse gas production to 2050. In response to the carbon budgets, the Department for Transport has published The Road to Zero which sets out steps towards cleaner road transport and delivering the Industrial Strategy. National Highways 'Net Zero Highways: our 2030/ 2040/ 2050 plans' outlines its ambitious plan to be net zero by 2050. National Highways is required by the National Policy Statement for National Networks to assess the effects of the scheme in relation to carbon emissions and climate change, including an assessment of the significance of any increase within the context of the relevant UK carbon budget period. The climate assessment presented within the Preliminary Environmental Information (PEI) Report considered impacts over a 60 year period and compared emissions against the UK 4th carbon budget (construction emissions) and the 5th and 6th carbon budgets (for operation). This assessment has also been incorporated into Environmental Statement Chapter 14 Climate (Document Reference 6.2), which outlines the measures taken to avoid and mitigate carbon emissions through the design of the scheme. It also describes an assessment of any likely significant climate factors in accordance with the requirements of the Environmental Impact Assessment Regulations and concludes in all cases the emissions calculated demonstrated no impact on the ability of the UK Government to meet these carbon budgets, and no significant effect on climate.	No
7	Climate	Objection to the proposed development. Concern that the proposal that fails to account for the Government declared climate emergency and it this seems to be entirely at odds with our legally binding obligation to cut	National Highways is cognisant of the changes introduced by the Climate Change Act 2008 (2050 Target Amendment) Order 2019, and the net-zero ambition is set out within the amendments. The Secretary of State supports delivery of emission reductions through a system of five-year carbon budgets that set a trajectory for reducing greenhouse gas production to 2050. In response to the carbon budgets, the	No

Row Number	Topic	Matters raised in response to consultation – matters raised verbatim	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Y/N or N/A)
		emissions. Highlights that it will simply induce more road traffic.	Department for Transport has published The Road to Zero which sets out steps towards cleaner road transport and delivering the Industrial Strategy. National Highways 'Net Zero Highways: our 2030/ 2040/ 2050 plans' outlines its ambitious plan to be net zero by 2050. National Highways is required by the National Policy Statement for National Networks to assess the effects of the scheme in relation to carbon emissions and climate change, including an assessment of the significance of any increase within the context of the relevant UK carbon budget period. The climate assessment presented within the Preliminary Environmental Information (PEI) Report considered impacts over a 60 year period and compared emissions against the UK 4th carbon budget (construction emissions) and the 5th and 6th carbon budgets (for operation). This assessment has also been incorporated into Environmental Statement Chapter 14 Climate (Document Reference 6.2), which outlines the measures taken to avoid and mitigate carbon emissions through the design of the scheme. It also describes an assessment of any likely significant climate factors in accordance with the requirements of the Environmental Impact Assessment Regulations and concludes in all cases the emissions calculated demonstrated no impact on the ability of the UK Government to meet these carbon budgets, and no significant effect on climate.	
8	Climate	Questions how COP26 influence traffic modelling in regard to the future of travel seeking to minimise carbon footprint	The traffic model assumes trips choose routes in the model based upon a "generalised cost" associated with each route. The generalised cost is a figure that takes into account journey time, journey distance and vehicle operating cost. Each trip chooses the route with the minimum associated generalised cost. The generalised cost changes depending on what the congestion and delay in each route is predicted to be. As travel behaviour changes, so does the weighting of time, distance and cost. For example, if fuel costs are predicted to rise, the cost and distance of travel have the heavier weighting in the calculation of generalised cost. At the moment, road users generally do not choose routes based on minimising carbon emissions, therefore this effect is not included in the traffic modeling for the A358 project. However, if this changes, the effect will be reflected in the weighting of time, distance and cost in the calculation of generalised cost.	N/A
9	Construction	Notes proposals for A358 to A303 East should be constructed at the same time as the D2L A358 scheme to ensure A303 traffic is routed to the M5 via the new A358.	Part of the scheme includes upgrades to the Southfields roundabout so that we can safely adapt it to the new dual carriageway. Although a full upgrade of the roundabout is not included in these plans, National Highways are working on a future scheme for the A303 South Petherton to Southfields, carrying out a study on this section of the A303 to improve the flow of traffic. The A303 South Petherton to Southfields scheme was being considered as part of a pipeline of schemes that may be delivered through the third Road Investment Strategy (RIS3) period (2025-2030). In March 2023, Government announced the pipeline of schemes earmarked for RIS3 (covering 2025 to 2030) will continue to be developed but considered for delivery as part of RIS4 (beyond 2030). All the schemes in the pipeline programme remain uncommitted, with no guarantee they will be taken forward into construction. National Highways is committed to keeping the A358 open to traffic during construction and will seek to minimise disruption while maintaining highway safety. The Environmental Management Plan (Document Reference 6.4, Appendix 2.1) and Construction Traffic Management Plan (Document Reference 6.4, Appendix 2.1, Annex B) set out how the impact of construction on the environment, the road network and local communities will be managed. National Highways continues to collaborate with the local highway authority, Somerset Council, to identify and manage any potential mitigation measures required. Phasing of the works depends on a number of factors and will be optimised for delivery of the scheme as a whole. Should the application be approved, the contractor will produce an updated Construction Traffic Management Plan (Document Reference 6.2, Appendix 2.1, Annex B) as part of the detailed design stage. This would plan the construction phasing, which would be in discussion and agreement with Somerset Council.	N/A
10	Construction	Concern that there would be several years of massive local disruption during construction, including a lot of noise, road closures, diversions and the potential accidents that come with people on unfamiliar and constantly changing routes. Concern that traffic would short cut through all the local lanes, bringing huge risk to the residents and animals that use them now.	National Highways is committed to keeping the A358 open to traffic during construction and will seek to minimise disruption while maintaining highway safety. The Environmental Management Plan (Document Reference 6.4, Appendix 2.1) and Construction Traffic Management Plan (Document Reference 6.4, Appendix 2.1, Annex B) set out how the impact of construction on the environment, the road network and local communities will be managed. National Highways continues to collaborate with the local highway	N/A

Row Number	Topic	Matters raised in response to consultation – matters raised verbatim	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Y/N or N/A)
		Concern that getting to Taunton during this time would be much more difficult, so local people would probably go elsewhere or shop online, with the obvious economic impact on the town.	authority, Somerset Council, to identify and manage any potential mitigation measures required. Phasing of the works depends on a number of factors and will be optimised for delivery of the scheme as a whole. Should the application be approved, the contractor will produce an updated Construction Traffic Management Plan (Document Reference 6.2, Appendix 2.1, Annex B) as part of the detailed design stage. This would plan the construction phasing, which would be in discussion and agreement with Somerset Council.	
11	Construction	Concern the construction of the scheme will impact on businesses, particularly the glamping business adjacent to Cad Road at Catherine Wheel, due to noise, dust and visual impact.	National Highways recognises concerns over the potential noise, light and dust pollution during construction of the scheme and will seek to reduce and mitigate these impacts during construction. National Highways is committed to keeping the A358 open to traffic during construction and will seek to minimise disruption while maintaining highway safety. The Environmental Management Plan (Document Reference 6.4, Appendix 2.1) and Construction Traffic Management Plan (Document Reference 6.4, Appendix 2.1, Annex B) set out how the impact of construction on the environment, the road network and local communities will be managed. National Highways continues to collaborate with the local highway authority, Somerset Council, to identify and manage any potential mitigation measures required. Phasing of the works depends on a number of factors and will be optimised for delivery of the scheme as a whole. Should the application be approved, the contractor will produce an updated Construction Traffic Management Plan (Document Reference 6.2, Appendix 2.1, Annex B) as part of the detailed design stage. This would plan the construction phasing, which would be in discussion and agreement with Somerset Council. The effects of the scheme in relation to noise (during both construction and operation) have been assessed. This is reported in Environmental Statement Chapter 11 Noise and vibration (Document Reference 6.2), which also sets out the measures that National Highways proposes to mitigate adverse noise effects. For example, where residents would be impacted by noise as a result of the scheme, the design includes the use of low noise surfacing, cuttings, acoustic bunds and other physical features to reduce noise impacts during operation and best practicable means including some localised noise screening and low vibration plant during construction. National Highways has also produced an Environmental Management Plan (Document Reference 6.4, Appendix 2.1), which explains how the impact of construction activities will be managed.	No
12	Consultation	Considers the process of consulting with landowners has been poor as information has been provided late and responses to questions have still not been received	As set out in this Report, National Highways considers that consultation was accurate, robust, had an appropriate reach and allowed sufficient time to provide a response, meeting all the required National Highways standards and requirements of the Planning Act 2008 and The Infrastructure Planning (Environmental Impact Assessment) Regulations 2017. As set out in the Statement of Community Consultation (Document Reference 5.2 Consultation Report Appendices Appendix 4.4 Published 2021 Statement of Community Consultation) advice was sought from Local Authorities on how to consult appropriately, to ensure stakeholders and the local community were informed of the consultation and had the opportunity to contribute to them. As set out in Chapters 4 and 7 of this Report, relevant persons with an interest in land as defined under Section 44 of the Planning Act 2008, were written to in advance of consultation and National Highways has sought to enage with affected landowners during the development of the scheme, this is set out in the Statement of Reasons (Document Reference 4.1).	N/A
13	Consultation	Considers no information has been provided about the road surface and presence of lighting. Requests the road be as quiet as possible with as little lighting as possible.	Information on noise and road surfacing is reported in Environmental Statement Chapter 11 Noise and vibration (Document Reference 6.2). The scheme will include low noise surfacing. In addition, as informed by the detailed modelling of the spread of noise that has been undertaken, noise mitigation in the form of bunds and noise fence barriers has been designed to reduce noise levels at noise sensitive receptors where it is effective and sustainable to do so. Lighting will be limited to the approaches to the Nexus and Southfields roundabouts. The mainline carriageway will not be lit. The provision of lighting on other local roads is not expected to be required except for some limited locations at the tie-in of the new road alignment with existing local roads, or where existing lit local roads are realigned. Further details of the approach to lighting is provided within Environmental Statement Chapter 2 The project (Document Reference 6.2). Assessment of the impact of lighting on the landscape is provided in Environmental Statement Chapter 7 Landscape and visual effects (Document reference 6.2). Should the application be approved, specific lighting specification will be discussed and	N/A

Row Number	Topic	Matters raised in response to consultation – matters raised verbatim	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Y/N or N/A)
			agreed at the detailed design stage. The intention is to minimise any potential light spillage into the landscape.	
14	Consultation	Questions why certain parcels of land have been included within the red line boundary and requests information regarding this	National Highways have met with landowners on a number of occasions to present the latest scheme design and discuss why land is required. Additional requested information has been provided for the landowner to fully understand the extent of scheme boundary and why it is required.	No
15	Economics	Considers the scheme costs too much just to reduce journey times by 5 minutes.	The South West's economy is under-performing compared to the UK average. Local councils and business leaders agree that upgrading the rest of the A303/A358 corridor to dual carriageway would help connect the South West better to neighbouring regions, unlocking its potential for growth and supporting plans for more homes and jobs. National Highways assess the costs and benefits of the scheme using a number of different assessments to understand impacts including journey time savings to road users, road safety, wider economic impacts, and a range of environmental aspects. The project is reviewed by both National Highways and the Department for Transport to examine whether the benefits outweigh the costs, and whether the business case for the scheme is sufficiently strong to support delivery. This is reviewed at every stage of work to determine whether the scheme delivery should be continued; the scheme has already gone through a strategic outline business case, and the preliminary design stage sets out the outline business case (a more detailed version). A full business case will be prepared during construction preparation if the Development Consent Order is granted. The proposed scheme is part of the Government's second Road Investment Strategy (RIS2), which identifies parts of the strategic road network that need upgrading to improve safety, connectivity, and reliability for its users. Details of the economic appraisal of the scheme, which forms the basis for the value for money assessment, are provided in the Combined Modelling and Appraisal Report (Document Reference 7.4). Journey time savings are forecast to be in the order of 5 to 7 minutes during most times of day. This equates to a saving of more than 30% during most times of day.	N/A
16	Economics	Disagrees with the proposals for Section 4: Ashill junction to Southfields roundabout as considers there will be a huge expense	The South West's economy is under-performing compared to the UK average. Local councils and business leaders agree that upgrading the rest of the A303/A358 corridor to dual carriageway would help connect the South West better to neighbouring regions, unlocking its potential for growth and supporting plans for more homes and jobs. National Highways assess the costs and benefits of the scheme using a number of different assessments to understand impacts including journey time savings to road users, road safety, wider economic impacts, and a range of environmental aspects. The project is reviewed by both National Highways and the Department for Transport to examine whether the benefits outweigh the costs, and whether the business case for the scheme is sufficiently strong to support delivery. This is reviewed at every stage of work to determine whether the scheme delivery should be continued; the scheme has already gone through a strategic outline business case, and the preliminary design stage sets out the outline business case (a more detailed version). A full business case will be prepared during construction preparation if the Development Consent Order is granted. The proposed scheme is part of the Government's second Road Investment Strategy (RIS2), which identifies parts of the strategic road network that need upgrading to improve safety, connectivity, and reliability for its users. Details of the economic appraisal of the scheme, which forms the basis for the value for money assessment, are provided in the Combined Modelling and Appraisal Report (Document Reference 7.4). Journey time savings are forecast to be in the order of 5 to 7 minutes during most times of day. This equates to a saving of more than 30% during most times of day.	N/A
17	Economics	Considers costs should be cut and the scheme kept simple. Concerned there will be fatal accidents and emphasise costs should not be cut to the detriment of the public. Considers a 2-mile tunnel under Stonehenge would be overly expensive.	The proposed scheme will have fewer junctions than the existing A358, which in itself contributes to the safety of those travelling along the A358, but it also means that traffic from some local communities around the A358 corridor will travel slightly further along local roads to access the A358.	N/A
18	Engineering design	Suggests the Southfields roundabout should be upgraded to ensure the A358 traffic can exit the road easily onto the A303. Notes the A303 has right of way and is always busy, so traffic from the A358 is unable to exit, resulting in traffic building up.	Part of the scheme includes upgrades to the Southfields roundabout so that we can safely adapt it to the new dual carriageway. Although a full upgrade of the roundabout is not included in these plans, National Highways are working on a future scheme for the A303 South Petherton to Southfields, carrying out a study on this section of the A303 to improve the flow of traffic. The A303 South Petherton to Southfields scheme	No

Row Number	Topic	Matters raised in response to consultation – matters raised verbatim	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Y/N or N/A)
			was being considered as part of a pipeline of schemes that may be delivered through the third Road Investment Strategy (RIS3) period (2025-2030). In March 2023, Government announced the pipeline of schemes earmarked for RIS3 (covering 2025 to 2030) will continue to be developed but considered for delivery as part of RIS4 (beyond 2030). All the schemes in the pipeline programme remain uncommitted, with no guarantee they will be taken forward into construction.	
19	Engineering design	Suggests that instead of a third lane right up to Southfields, a sliproad carries bypass traffic away. Considers that there is no need for it to combine with A303 Honiton traffic that causes high levels of current congestion.	Part of the scheme includes upgrades to the Southfields roundabout so that we can safely adapt it to the new dual carriageway. Although a full upgrade of the roundabout is not included in these plans, National Highways are working on a future scheme for the A303 South Petherton to Southfields, carrying out a study on this section of the A303 to improve the flow of traffic. The A303 South Petherton to Southfields scheme was being considered as part of a pipeline of schemes that may be delivered through the third Road Investment Strategy (RIS3) period (2025-2030). In March 2023, Government announced the pipeline of schemes earmarked for RIS3 (covering 2025 to 2030) will continue to be developed but considered for delivery as part of RIS4 (beyond 2030). All the schemes in the pipeline programme remain uncommitted, with no guarantee they will be taken forward into construction.	No
20	Engineering design	Suggests an alternative solution to Section 4 by closing the Hortone Cross road between the turning on the A358 to to Horton and Broadway and Southfields roundabout to through traffic, and leaving access from the roundabout to the Service area nearby and access from the turning to Horton and Broadway to Jordan's Yard and other properties at Horton Cross on that section of the A358.	Part of the scheme includes upgrades to the Southfields roundabout so that we can safely adapt it to the new dual carriageway. Although a full upgrade of the roundabout is not included in these plans, National Highways are working on a future scheme for the A303 South Petherton to Southfields, carrying out a study on this section of the A303 to improve the flow of traffic. The A303 South Petherton to Southfields scheme was being considered as part of a pipeline of schemes that may be delivered through the third Road Investment Strategy (RIS3) period (2025-2030). In March 2023, Government announced the pipeline of schemes earmarked for RIS3 (covering 2025 to 2030) will continue to be developed but considered for delivery as part of RIS4 (beyond 2030). All the schemes in the pipeline programme remain uncommitted, with no guarantee they will be taken forward into construction.	No
21	Engineering design	Requests two new bridges across watercourses which have the capability to carry a combine harvester due to access off the A358 has being severed and the provision of a link from Broadway Street to Thickthorn.	Jordans overbridge has been added as a restricted byway between Ashill junction and Southfields roundabout to provide a crossing of the A358 for walking, cycling, horse-riding and local landowner access	Yes
22	Engineering design	Disagrees with the proposals for section 4: Ashill junction to Southfields roundabout as considered improvements are only needed in the form of a two way road for the Henlade bypass and improvements to the Southfields roundabout	The Preferred Route Announcement made in June 2019 was made taking into account public consultation feedback, and the accompanying Scheme Assessment Report (Document Reference 7.6) set out the reasons for the selection of a preferred route, including appraisal of alternatives. National Highways has progressed the scheme accordingly, and the options assessment process is set out in Environmental Statement Chapter 3 Assessment of alternatives (Document Reference 6.2). Please refer to Chapter 2 of this Consultation Report for further information. The section between Thornfalcon and Southfields is required to provide a continuous high-quality, high-performing dual carriageway across the strategic corridor, with safe overtaking opportunities. This would improve journey time reliability, allowing for higher speeds and faster connections, and improve safety by reducing accidents, for example by reducing the number of local lanes joining the A358. Part of the scheme includes upgrades to the Southfields roundabout so that we can safely adapt it to the new dual carriageway. In March 2023, Government announced the pipeline of schemes earmarked for RIS3 (covering 2025 to 2030) will continue to be developed but considered for delivery as part of RIS4 (beyond 2030). All the schemes in the pipeline programme remain uncommitted, with no guarantee they will be taken forward into construction.	No
23	Engineering design	Considers without improvements to the Southfields roundabout the rest of the scheme will be pointless as considers congestion will worse	The Preferred Route Announcement made in June 2019 was made taking into account public consultation feedback, and the accompanying Scheme Assessment Report (Document Reference 7.6) set out the reasons for the selection of a preferred route, including appraisal of alternatives. National Highways has progressed the scheme accordingly, and the options assessment process is set out in Environmental Statement Chapter 3 Assessment of alternatives (Document Reference 6.2). Please refer to Chapter 2 of this Consultation Report for further information. The section between Thornfalcon and Southfields is required to provide a continuous high-quality, high-	No

Row Number	Topic	Matters raised in response to consultation – matters raised verbatim	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Y/N or N/A)
			performing dual carriageway across the strategic corridor, with safe overtaking opportunities. This would improve journey time reliability, allowing for higher speeds and faster connections, and improve safety by reducing accidents, for example by reducing the number of local lanes joining the A358. Part of the scheme includes upgrades to the Southfields roundabout so that we can safely adapt it to the new dual carriageway. In March 2023, Government announced the pipeline of schemes earmarked for RIS3 (covering 2025 to 2030) will continue to be developed but considered for delivery as part of RIS4 (beyond 2030). All the schemes in the pipeline programme remain uncommitted, with no guarantee they will be taken forward into construction.	
24	Engineering design	Considers the problem at Southfields roundabout should have been addressed before the A358 proposals	The Preferred Route Announcement made in June 2019 was made taking into account public consultation feedback, and the accompanying Scheme Assessment Report (Document Reference 7.6) set out the reasons for the selection of a preferred route, including appraisal of alternatives. National Highways has progressed the scheme accordingly, and the options assessment process is set out in Environmental Statement Chapter 3 Assessment of alternatives (Document Reference 6.2). Please refer to Chapter 2 of this Consultation Report for further information. The section between Thornfalcon and Southfields is required to provide a continuous high-quality, high-performing dual carriageway across the strategic corridor, with safe overtaking opportunities. This would improve journey time reliability, allowing for higher speeds and faster connections, and improve safety by reducing accidents, for example by reducing the number of local lanes joining the A358. Part of the scheme includes upgrades to the Southfields roundabout so that we can safely adapt it to the new dual carriageway. In March 2023, Government announced the pipeline of schemes earmarked for RIS3 (covering 2025 to 2030) will continue to be developed but considered for delivery as part of RIS4 (beyond 2030). All the schemes in the pipeline programme remain uncommitted, with no guarantee they will be taken forward into construction.	No
25	Engineering design	Considers further improvements at the Southfields roundabout would be justified and cost effective.	The Preferred Route Announcement made in June 2019 was made taking into account public consultation feedback, and the accompanying Scheme Assessment Report (Document Reference 7.6) set out the reasons for the selection of a preferred route, including appraisal of alternatives. National Highways has progressed the scheme accordingly, and the options assessment process is set out in Environmental Statement Chapter 3 Assessment of alternatives (Document Reference 6.2). Please refer to Chapter 2 of this Consultation Report for further information. The section between Thornfalcon and Southfields is required to provide a continuous high-quality, high-performing dual carriageway across the strategic corridor, with safe overtaking opportunities. This would improve journey time reliability, allowing for higher speeds and faster connections, and improve safety by reducing accidents, for example by reducing the number of local lanes joining the A358. Part of the scheme includes upgrades to the Southfields roundabout so that we can safely adapt it to the new dual carriageway. In March 2023, Government announced the pipeline of schemes earmarked for RIS3 (covering 2025 to 2030) will continue to be developed but considered for delivery as part of RIS4 (beyond 2030). All the schemes in the pipeline programme remain uncommitted, with no guarantee they will be taken forward into construction.	No
26	Engineering design	Suggests upgrading Southfields roundabout with grade separated traffic to improve congestion onto the A303.	The Preferred Route Announcement made in June 2019 was made taking into account public consultation feedback, and the accompanying Scheme Assessment Report (Document Reference 7.6) set out the reasons for the selection of a preferred route, including appraisal of alternatives. National Highways has progressed the scheme accordingly, and the options assessment process is set out in Environmental Statement Chapter 3 Assessment of alternatives (Document Reference 6.2). Please refer to Chapter 2 of this Consultation Report for further information. The section between Thornfalcon and Southfields is required to provide a continuous high-quality, high-performing dual carriageway across the strategic corridor, with safe overtaking opportunities. This would improve journey time reliability, allowing for higher speeds and faster connections, and improve safety by reducing accidents, for example by reducing the number of local lanes joining the A358. Part of the scheme includes upgrades to the Southfields roundabout so that we can safely adapt it to the new dual carriageway. In March 2023, Government announced the pipeline of schemes earmarked for RIS3 (covering 2025 to 2030) will continue to be developed but considered for delivery as part of RIS4 (beyond	No

Row Number	Topic	Matters raised in response to consultation – matters raised verbatim	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Y/N or N/A)
			2030). All the schemes in the pipeline programme remain uncommitted, with no guarantee they will be taken forward into construction.	
27	Engineering design	Suggests Southfields roundabout should be a graded junction.	The Preferred Route Announcement made in June 2019 was made taking into account public consultation feedback, and the accompanying Scheme Assessment Report (Document Reference 7.6) set out the reasons for the selection of a preferred route, including appraisal of alternatives. National Highways has progressed the scheme accordingly, and the options assessment process is set out in Environmental Statement Chapter 3 Assessment of alternatives (Document Reference 6.2). Please refer to Chapter 2 of this Consultation Report for further information. The section between Thornfalcon and Southfields is required to provide a continuous high-quality, high-performing dual carriageway across the strategic corridor, with safe overtaking opportunities. This would improve journey time reliability, allowing for higher speeds and faster connections, and improve safety by reducing accidents, for example by reducing the number of local lanes joining the A358. Part of the scheme includes upgrades to the Southfields roundabout so that we can safely adapt it to the new dual carriageway. In March 2023, Government announced the pipeline of schemes earmarked for RIS3 (covering 2025 to 2030) will continue to be developed but considered for delivery as part of RIS4 (beyond 2030). All the schemes in the pipeline programme remain uncommitted, with no guarantee they will be taken forward into construction.	No
28	Engineering design	Concerned by the lack of proposals for Southfield's roundabout. Notes congestion at Southfields roundabout frequently occurs yet it is not being addressed as part of the scheme beyond the dedicated left turn lane. Suggests a free flowing layout for the A358 to and from the A303 East a is incorporated into the design proposals. Notes Southfield's roundabout is often unclear to drivers and drivers often use the wrong lane or take the wrong exit. Suggests a larger roundabout with grade separation would be more desirable. Notes the current exit radius onto the A358 northbound from Southfield's roundabout is tightly bound and suggests the radius is slackened by re aligning the new A358.	The Preferred Route Announcement made in June 2019 was made taking into account public consultation feedback, and the accompanying Scheme Assessment Report (Document Reference 7.6) set out the reasons for the selection of a preferred route, including appraisal of alternatives. National Highways has progressed the scheme accordingly, and the options assessment process is set out in Environmental Statement Chapter 3 Assessment of alternatives (Document Reference 6.2). Please refer to Chapter 2 of this Consultation Report for further information. The section between Thornfalcon and Southfields is required to provide a continuous high-quality, high-performing dual carriageway across the strategic corridor, with safe overtaking opportunities. This would improve journey time reliability, allowing for higher speeds and faster connections, and improve safety by reducing accidents, for example by reducing the number of local lanes joining the A358. Part of the scheme includes upgrades to the Southfields roundabout so that we can safely adapt it to the new dual carriageway. In March 2023, Government announced the pipeline of schemes earmarked for RIS3 (covering 2025 to 2030) will continue to be developed but considered for delivery as part of RIS4 (beyond 2030). All the schemes in the pipeline programme remain uncommitted, with no guarantee they will be taken forward into construction.	No
29	Engineering design	Suggests the wrong type of dual carriageway has been proposed and instead the A358 should resemble the rest of the A303 with slip roads. Concerned there has been an excessive land take.	For the A358 to become a high-quality, high-performing dual carriageway, junctions along its length must provide a safe means with which to exit or enter the A358 dual carriageway at high speed, complying with Design Manual for Roads and Bridges CD 122. As such, most of the direct local road accesses have been removed and access to Mattock's Tree Green junction and Ashill junction are provided.	No
30	Engineering design	Suggests the dual carriageway should resemble the rest of the A303 with slip roads.	For the A358 to become a high-quality, high-performing dual carriageway, junctions along its length must provide a safe means with which to exit or enter the A358 dual carriageway at high speed, complying with Design Manual for Roads and Bridges CD 122. As such, most of the direct local road accesses have been removed and access to Mattock's Tree Green junction and Ashill junction are provided.	No
31	Engineering design	Requests only local improvements are provided from the existing A358, to include appropriate on-off slip-roads or the construction of a bridge over the existing road.	For the A358 to become a high-quality, high-performing dual carriageway, junctions along its length must provide a safe means with which to exit or enter the A358 dual carriageway at high speed, complying with Design Manual for Roads and Bridges CD 122. As such, most of the direct local road accesses have been removed and access to Mattock's Tree Green junction and Ashill junction are provided.	No
32	Engineering design	States Rapps Road needs improving at the part from the existing A358 to Rapps Farm due to the road being narrow with ditches. States Rapps Road needs to be widened.	National Highways acknowledge concerns over existing local roads. The scheme aims at reducing traffic through local towns and villages closing a number of existing accesses in order to avoid rat running. Where there would be increases in traffic on local roads, National Highways has agreed an approach with Somerset Council, the highway authority for these roads, to assess the forecast traffic impacts and determine whether mitigation is required. As part of the scheme, mitigation measures are proposed to help ensure that the increases in traffic do not have a detrimental impact on aspects such as traffic congestion or road safety on the local road network. Engagement with Somerset Council on the detailed design details of the local roads mitigation will continue into the next design stage, should the Development Consent Order be granted for the scheme.	Yes

Row Number	Topic	Matters raised in response to consultation – matters raised verbatim	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Y/N or N/A)
33	Engineering design	Supports the statements given in Item 4e) of the Local Councils Group response.	National Highways acknowledges support for responses provided to the consultation by the Community of Parishes and individual parish councils. Full responses to each of the matters raised can be found in the Consultation Report Appendix 5.2 Table 5.2B, Appendix 6.4 and Appendix 8.2 Table 8.2B (Document Reference 5.2). Suggested alternative proposals have been considered and some elements have been adopted into the scheme design.	No
34	Engineering design	Copied response from 4e) (3) of the Community of Parishes response.	National Highways acknowledges support for responses provided to the consultation by the Community of Parishes and individual parish councils. Full responses to each of the matters raised can be found in the Consultation Report Appendix 5.2 Table 5.2B, Appendix 6.4 and Appendix 8.2 Table 8.2B (Document Reference 5.2). Suggested alternative proposals have been considered and some elements have been adopted into the scheme design.	No
35	Engineering design	Copied response from 4e) (1) of the Community of Parishes response.	National Highways acknowledges support for responses provided to the consultation by the Community of Parishes and individual parish councils. Full responses to each of the matters raised can be found in the Consultation Report Appendix 5.2 Table 5.2B, Appendix 6.4 and Appendix 8.2 Table 8.2B (Document Reference 5.2). Suggested alternative proposals have been considered and some elements have been adopted into the scheme design.	No
36	Engineering design	Comment in relation to Section 4 that the dual carriageway should be retained.	National Highways acknowledges the range of views expressed, including those received in support of the scheme.	No
37	Engineering design	Considers the upgrades for section 4 a great solution and considers these proposals would save travel time and reduce accidents.	National Highways acknowledges the range of views expressed, including those received in support of the scheme.	No
38	Engineering design	Supports the proposals for Section 4: Ashill Junction to Southfields Roundabout as considers it is a necessity.	National Highways acknowledges the range of views expressed, including those received in support of the scheme.	No
39	Engineering design	Supports the plans for section 4: Ashill Junction to Southfields roundabout as considers this would improve cycle routes within the area.	National Highways acknowledges the support received in relation to the walking, cycling and horse-riding proposals.	No
40	Engineering design	Considers there is no evidence the road will be built to expressway standard. States the 2019 SAR should also be built as a dual all-purpose trunk road	The Preferred Route Announcement made in June 2019 was made considering public consultation feedback, and the accompanying Scheme Appraisal Report set out the reasons for the selection of a preferred route, including appraisal of alternatives. National Highways has progressed the scheme accordingly, and the options assessment process is set out in Chapter 3 Assessment of Alternatives of the Environmental Statement. Please refer to Chapter 2 of this Consultation Report for further information. The National Highways delivery plan for 2020 – 2025 confirms that we're committed to delivering a high-quality and high-performing dual carriageway route along the A303/A358 corridor, not an expressway or a motorway. This represented a change to the Government's first Road Investment Strategy (RIS1) intention to create a new Expressway corridor into the region, but the second Road Investment Strategy (RIS2) revised this intention, taking into account an expressway prohibits the use of farm vehicles, and the local area is rural in nature. As part of the scheme National Highways would permit local traffic and agricultural traffic to join the strategic network in a safe way via a limited number of junctions. National Highways are adopting the latest design standards for the A358 Taunton to Southfields scheme which includes GD 300. This is part of the Design Manual for Roads and Bridges (DMRB) and includes requirements and advice for new and upgraded all-purpose trunk roads, covering four different levels of provision. Specifically, the scheme is being designed as a Level 2 dual carriageway which means it will have All-Purpose Trunk Road designation and will be accessible to agricultural vehicles.	No
41	Engineering design	Considers there no evidence supports the expressway standard and suggests the 2019 SAR indicates the route should be an all-purpose trunk road.	The Preferred Route Announcement made in June 2019 was made considering public consultation feedback, and the accompanying Scheme Appraisal Report set out the reasons for the selection of a preferred route, including appraisal of alternatives. National Highways has progressed the scheme accordingly, and the options assessment process is set out in Chapter 3 Assessment of Alternatives of the Environmental Statement. Please refer to Chapter 2 of this Consultation Report for further information. The National Highways delivery plan for 2020 – 2025 confirms that we're committed to delivering a high-quality and high-performing dual carriageway route along the A303/A358 corridor, not an expressway or a motorway. This represented a change to the Government's first Road Investment Strategy (RIS1) intention to create a new Expressway corridor into the region, but the second Road Investment Strategy (RIS2) revised this intention, taking into account an expressway prohibits the use of farm vehicles, and the local area is rural in nature. As part of the scheme National Highways would permit local traffic and agricultural traffic to join the strategic network in a safe way via a limited number of junctions. National Highways are adopting the latest design standards for the A358 Taunton to Southfields scheme	No

Appendix Table 5.1Q Summary of matters raised in relation to Q4e the feedback questionnaire in relation to plans for Section 4: Ashill junction to Southfields roundabout and the National Highways response

Row Number	Topic	Matters raised in response to consultation – matters raised verbatim	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Y/N or N/A)
			which includes GD 300. This is part of the Design Manual for Roads and Bridges (DMRB) and includes requirements and advice for new and upgraded all-purpose trunk roads, covering four different levels of provision. Specifically, the scheme is being designed as a Level 2 dual carriageway which means it will have All-Purpose Trunk Road designation and will be accessible to agricultural vehicles.	
42	Engineering design	Concerns raised about the Southfields roundabout element of the scheme, where it is considered that the left turn only is appropriate however, insufficient for traffic reasons.	Part of the scheme includes upgrades to the Southfields roundabout so that we can safely adapt it to the new dual carriageway. In March 2023, Government announced the pipeline of schemes earmarked for RIS3 (covering 2025 to 2030) will continue to be developed but considered for delivery as part of RIS4 (beyond 2030). All the schemes in the pipeline programme remain uncommitted, with no guarantee they will be taken forward into construction. National Highways has undertaken operational modelling of all junctions along the A358 corridor, including Southfields roundabout. These confirm that all junctions along the A358 will operate within their practical capacity. As part of this process forecast queue lengths at all junctions have also been reviewed to ensure that there are no operational or safety concerns. The methodology and results of the traffic modelling is reported in the Combined Modelling and Appraisal Report (Document Reference 7.4).	No
43	Engineering design	Requests that the area to Southfields roundabout should have the provision of an extra lane for those driving onto the Illminster bypass onto the A303.	Part of the scheme includes upgrades to the Southfields roundabout so that we can safely adapt it to the new dual carriageway. In March 2023, Government announced the pipeline of schemes earmarked for RIS3 (covering 2025 to 2030) will continue to be developed but considered for delivery as part of RIS4 (beyond 2030). All the schemes in the pipeline programme remain uncommitted, with no guarantee they will be taken forward into construction. National Highways has undertaken operational modelling of all junctions along the A358 corridor, including Southfields roundabout. These confirm that all junctions along the A358 will operate within their practical capacity. As part of this process forecast queue lengths at all junctions have also been reviewed to ensure that there are no operational or safety concerns. The methodology and results of the traffic modelling is reported in the Combined Modelling and Appraisal Report (Document Reference 7.4).	No
44	Engineering design	Considers the width of the central reservation of the carriageway excessive, particularly on the approach to Southfields roundabout.	The additional widening in the central reserve is due to road safety, in order to provide sufficient forward visibility according to the design speed of each section.	No
45	Engineering design	Considers the width of the central reserve of the carriageway is excessive along the whole scheme but is particularly excessive on the approach to Southfields roundabout	The additional widening in the central reserve is due to road safety, in order to provide sufficient forward visibility according to the design speed of each section.	No
46	Engineering design	Considers the width of the central reservation excessive, especially when approaching Southfields roundabout. Notes that although the reservation is likely as a result of sight line requirements, there should be deviations in place, for example approaching roundabouts, to reduce the excessive land take.	The additional widening in the central reserve is due to road safety, in order to provide sufficient forward visibility according to the design speed of each section.	No
47	Engineering design	Considers the current plan for Section 4 destroys the countryside and have negative visual impacts. Requests the width of the central reservation is kept to a minimum	The additional widening in the central reserve is due to road safety, in order to provide sufficient forward visibility according to the design speed of each section. The proposed scheme includes upgrading the existing single carriageway to a high-quality dual carriageway. This would improve safety and deliver more reliable journeys. Local councils and business leaders agree upgrading to a high-quality dual carriageway would help connect the South West better to neighbouring regions, unlocking its potential for growth and supporting plans for more homes and jobs. National Highways acknowledge concern over the level of environmental impact potentially arising from the scheme. The need for the scheme is established and set out in the Case for the Scheme (Document Reference 7.1). The proposals seek to address traffic congestion and safety issues that currently impact on local people and businesses (including reducing impacts on air quality), whilst seeking to improve connectivity for local residents and other road users. As part of the design development, we have adopted a mitigation hierarchy, aiming first to avoid impacts, and then to mitigate those we are unable to avoid. The mitigation measures we have adopted are described in the Environmental Statement (Document Reference 6.2).	No