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577	Principle of development	Considers the RIS2 to be ecocide.	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 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
578	Principle of development	Considers the road development unnecessary as it is unlikely to solve traffic problems and will only damage the environment.	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 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	No

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			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).	
579	Principle of development	Considers the scheme a major improvement to the link between Taunton and the A303.	National Highways acknowledges the range of views expressed, including those received in support of the scheme.	N/A
580	Principle of development	Considers the scheme an environmentally irresponsible sue of money that will increase carbon emissions, destroy countryside, carve up country lanes and make life less safe for vulnerable road users such as walkers and cyclists.	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 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.	N/A
581	Principle of development	Considers the scheme an unnecessary expense.	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
582	Principle of development	Considers the scheme flawed and suggests it would fail to deliver stated objectives. Concerned the costs would outweigh the benefits and the scheme is a waste of money. Considers the 6-minute time saving unrealistic and unlikely to be delivered. Suggests the decision not to address the roundabouts either end of the road would result in the scheme failing to deliver stated improvements, reduce journey times or cut congestion. Concerned that the RED rating of the Gateway Review has been ignored and notes the review was highly critical of the scheme.	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	N/A

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			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).	
583	Principle of development	Considers the scheme in not needed and considers the cost of the scheme to be staggering	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
584	Principle of development	Considers the scheme is inappropriate and of massive scale which will negatively impact on nearby property	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 proposed scheme 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. 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 human health (Document Reference 6.2).	N/A
585	Principle of development	Considers the scheme is not needed particularly between Mattock's Tree Hill and Southfields	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.	N/A
586	Principle of development	Considers the scheme is not needed particularly between Mattock's Tree Hill and Southfields	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	No

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			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.	
587	Principle of development	Considers the scheme is out of proportion to what should be a simple problem to solve	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 proposed scheme 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.	N/A
588	Principle of development	Considers the scheme should be reconsidered in the light of climate change concerns	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.	N/A
589	Principle of development	Supports the joint council submission as considers the scheme is not a justified solution to 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 Table 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
590	Principle of development	Considers the scheme should consider that speed limits are under review due to the climate 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	N/A

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			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.	
591	Principle of development	Considers the scheme to be a waste of tax payers 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. 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
592	Principle of development	Considers the scheme unnecessary as has never experienced any traffic problems. Objects to the destruction of the countryside for unnecessary tarmacking and requests money is instead spent on maintaining existing 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
593	Principle of development	Considers the whole concept flawed and suggests the proposals will not deliver any meaningful benefit to the locality and are outweighed by the environmental and financial cost.	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.	N/A

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			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 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).	
594	Principle of development	Considers there is little point upgrading the current A358 unless Southfields roundabout be upgraded first given Southfields is a huge bottleneck with the existing road	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
595	Principle of development	Considers there is no evidence for the scheme and states congestion on the A358 would be solved by the provision of a Henlade by-pass and proper graded junctions at the Junction25/Nexus and Southfield roundabouts.	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
596	Principle of development	Considers there is no evidence for the scheme and states congestion on the A358 would be solved by the provision of a Henlade by-pass	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	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)
		and proper graded junctions at the Junction25/Nexus and Southfield roundabouts.	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.	
597	Principle of development	Considers there is not a need to dual the whole length of the A358 as this will increase traffic and carbon emissions.	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. National Highways acknowledges your comments on the effect of the scheme on climate change. Environmental Statement Chapter 14 Climate (Document Reference 6.2) contains an assessment of the impacts of the scheme. The climate assessment 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). 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.	N/A
598	Principle of development	Considers the proposed scheme excessive, it would begin at a roundabout known for delays and end at a double roundabout of absurd design. It requires an enormous amount of land to accommodate local access and would create the potential for collateral damage through creating new rat runs.	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. Mile a minute speeds are expected to be representative of the A303/A358 corridor following improvements, however this is not a design requirement applied to individual schemes along the corridor. The proposed arrangement of the junctions at Southfields and Nexus 25 would provide adequate capacity for the predicted	N/A

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			traffic flows in the design year 15 years after opening. This is in accordance with design standards to provide a balance between traffic capacity and economic benefit. 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.	
599	Principle of development	Considers there is not a need to dual the whole length of the A358 as this will negatively impact air quality, encroach upon the countryside and generate noise pollution.	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
600	Principle of development	Considers there to be no need to dual section 3 of the A358.	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.	N/A
601	Principle of development	Considers there would be no need for a dual carriageway if the issues at either end of the A358, Henlade and Southfields roundabout were adequately managed. Considers the proposed building duration will not create a value for money project and suggests a better return on investment would be to by-pass Henlade and provide a straight route at Ilminsiter to the A303 that avoids local traffic. Suggests a multi-use dual carriageway, such as that from Sparkford to Podimore, would have been a more appropriate response and enabled local villages to maintain connectivity and access links to the A358.	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	N/A

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			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.	
602	Principle of development	Describes the scheme as disproportionate, needless and unwanted, and that it does not have any benefits for the local community between Taunton and Ilminster, who would be the most negatively affected by the proposal.	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 human health (Document Reference 6.2).	N/A
603	Principle of development	Disagrees to the principle of the scheme as considers the proposals defeat the purpose of the original A358 by-pass as considers the scheme will increase traffic through Hatch Beauchamp which has unsuitable 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). 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
604	Principle of development	Disagrees with the principle of the scheme and considers the scheme should end	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	N/A

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			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).	
605	Principle of development	Disagrees with the principle of the scheme and considers the scheme should end	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).	No
606	Principle of development	Enthusiastic for the scheme to go ahead	National Highways acknowledges the range of views expressed, including those received in support of the scheme.	N/A
607	Principle of development	Highlights there are important issues of principle that must be considered. Suggests the scheme has taken an incorrect approach to solving transport issues on the A358/A303 corridor, especially given likely effects for Taunton. Considers the scheme would cause irreversible harm to the area if implemented and would discourage sustainable patterns of development and travel that are needed following years of car driven urban sprawl. Considers it a mistake to abandon the original 'corridor' mode of transport provision set out in the Regional Spatial Strategy.	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 scheme is part of the wider A303/A358 corridor and forms one of several planned improvements on the A303/A358 designed to make it easier to travel across the south of England from the M3 to the M5 and beyond. 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
608	Principle of development	Notes many drivers will still choose to travel on the A303/A30.	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).	N/A

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			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 scheme is part of the wider A303/A358 corridor and forms one of several planned improvements on the A303/A358 designed to make it easier to travel across the south of England from the M3 to the M5 and beyond. 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).	
609	Principle of development	Notes many drivers will still choose to travel on the A303/A30.	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 scheme is part of the wider A303/A358 corridor and forms one of several planned improvements on the A303/A358 designed to make it easier to travel across the south of England from the M3 to the M5 and beyond. 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).	No
610	Principle of development	Notes that the cost of the project cannot be justified given the current pandemic recovery and the unnecessary nature of the majority of the scheme. Concerned that increasing vehicle speeds will only increase carbon emissions, increase likelihood of accidents and increase the traffic tailback at 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. 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	N/A

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			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.	
611	Principle of development	Notes the congestion problems largely occurs at either end of the scheme at Henlade and at Southfields. Considers the bypass will vastly improve traffic flow through Henlade but concern the minor changes to Southfields will not be sufficient in alleviating congestion. Notes the previous (2007) proposals for the A358 had a grade separated junction at Southfields. Concerned that if significant changes are not made to the Southfields roundabout to manage traffic flows the aim of reduced journey times will not be achieved.	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
612	Principle of development	Notes the current traffic issues with the A358 are due to bottlenecks at the single lane 30mph road through Henlade and Southfields roundabout. Considers the rest of the road flows freely and should not be dualled.	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 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. 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	N/A

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			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.	
613	Principle of development	Notes the desperate need for the scheme.	National Highways acknowledges the range of views expressed, including those received in support of the scheme.	N/A
614	Principle of development	Notes the importance of protecting the environment and encouraging cleaner and safe ways of travel that are appropriate for decades to come rather than a short term fix.	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
615	Principle of development	Notes the scheme has been imminent for many years and has undergone many proposals, consultations and enquiries. Questions if the scheme will ever 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 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. Subject to the granting of the DCO, National Highways expects to start works in 2026, and for the road to open for traffic in 2031. National Highways remains committed to this scheme, with the support of central government, who confirmed their pledge to its funding in their second Road Investment Strategy (RIS2), published in March 2020.	N/A
616	Principle of development	Object to the loss of historical connectivity along the A358.	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. 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. 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

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617	Principle of development	Object to the principle of need for the scheme, particularly between Mattock's Tree Hill and Southfields, as this defeats the original purpose of the bypass. Consider that there is little case to upgrade the A358, unless the Southfields roundabout and Junction 25 are upgraded first. Unclear why upgrades to Southfields roundabout are not covered in the scope of the consultation. Consider that there is no case for a 'high-quality, high-performing dual carriageway', as this is more costly, results in greater landtake and has long construction timescales, and that a regular dual carriageway would be more effective. An expressway would have no meaningful improvement on journey timescales.	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. 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
618	Principle of development	Object to the proposed development as it is considered that it would be a waste of money. Suggests that the money would be better spent improving the M5 and Southfield junctions, improving parts of the A303 and local infrastructure of over developed small towns and villages. Suggests a motorway between the great port cities of Southampton and Bristol would be money better spent.	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). 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

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			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.	
619	Principle of development	Objection to the principle of development. Considers that far from 'connecting people', the scheme will make it more difficult for villages along the A358 to connect.	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. 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
620	Principle of development	Objection to the proposed dualling scheme of the A358. Concern raised that the proposed scheme does not represent value for money and does not achieve the majority if not all of the objectives of the scheme. Suggests the whole scheme to be reconsidered and in particular, for Section 2 to be rejected as it does not deliver the required outcomes.	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). 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	N/A

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			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.	
621	Principle of development	Objects proposals as considers it unfair to destroy rural Somerset so that tourists can reach Devon and Cornwall holiday destination slightly quicker.	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. 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 work undertaken all adheres to TAG (Transport Appraisal Guidance) standard as published by the Department for Transport on the gov.uk website. The scheme has been designed to accommodate traffic up to 2046, and has been checked for a summer peak period flow to understand how it would operate under those conditions. The traffic model indicates that the flows are different in nature, but the proposed road and junctions will cope with the traffic levels during summer periods. The methodology and results of the traffic modelling is reported in the Combined Modelling and Appraisal Report (Document Reference 7.4).	N/A
622	Principle of development	Objects proposals as considers it unfair to destroy rural Somerset so that tourists can reach Devon and Cornwall holiday destination slightly quicker.	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	No

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			roads mitigation will continue into the detailed design stage. 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 work undertaken all adheres to TAG (Transport Appraisal Guidance) standard as published by the Department for Transport on the gov.uk website. The scheme has been designed to accommodate traffic up to 2046, and has been checked for a summer peak period flow to understand how it would operate under those conditions. The traffic model indicates that the flows are different in nature, but the proposed road and junctions will cope with the traffic levels during summer periods. The methodology and results of the traffic modelling is reported in the Combined Modelling and Appraisal Report (Document Reference 7.4).	
623	Principle of development	Objects to proposals as notes we should stop road building and invest the money in green initiatives such as wind and solar 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 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). 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.	N/A
624	Principle of development	Objects to proposals to create an expressway on the A358 due to objections against the destruction of local habitat, disruption from construction and the financial cost.	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,	N/A

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			are provided in the Combined Modelling and Appraisal Report (Document Reference 7.4). 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 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.	
625	Principle of development	Objects to proposals to turn the A358 into an expressway. Considers the congestion issues the scheme seeks to resolve as caused by lack of free flowing access onto the A303 and M5. Considers proposals to dual the rest of the A358 a waste of money and questions the purpose of the scheme. Suggests money should be spent on the A303 upgrades or put into rail links for containers.	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 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. 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. 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
626	Principle of development	Objects to proposals to widen the A358 from Taunton to Southfields and redirect traffic through Hatch Beauchamp and other local villages. Considers the traffic problem should be addressed at the source which is the Ilminster roundabout on 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).	N/A

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			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 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. 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.	
627	Principle of development	Objects to scheme and considers it is political and lacking benefits and therefore should be stopped.	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
628	Principle of development	Objects to the A358 dualling scheme. Requests the scheme is reconsidered as now it has the wrong intentions as when first initiated 30 years ago. Considers the financial cost of the scheme unviable given the pandemic and increased working from home.	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
629	Principle of development	Objects to the need for the scheme particularly between Mattock's Tree Hill and Southfields	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	N/A

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			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.	
630	Principle of development	Objects to the need for the scheme particularly between Mattock's Tree Hill and Southfields	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
631	Principle of development	Objects to the principle of development as considers no more roads should be built as they will only destroy countryside and increase traffic in the long run, contributing to climate change.	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. 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	N/A

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			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.	
632	Principle of development	Objects to the principle of development as considers no more roads should be built as they will only destroy countryside and increase traffic in the long run, contributing to climate change.	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. 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
633	Principle of development	Objects to the principle of development as considers the scheme over-specified and over-engineered particularly given the nation is currently trying to save money, improve the environment and reduce embedded carbon. Considers the vast majority of the scheme unnecessary and brings more problems than it seeks to resolve.	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.	N/A

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			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 proposed scheme 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. 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.	
634	Principle of development	Objects to the principle of development as notes traffic travelling south will just reach further bottlenecks.	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
635	Principle of development	Objects to the principle of development as the scheme will not reduce traffic as does not change the cause. Notes the traffic problems are caused by slow traffic on the M5 and A303/A30 which stop the traffic from exiting at the roundabouts at the ends.	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

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			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.	
636	Principle of development	Objects to the principle of development as the scheme will not reduce traffic as does not change the cause. Notes the traffic problems are caused by slow traffic on the M5 and A303/A30 which stop the traffic from exiting at the roundabouts at the ends.	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. 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
637	Principle of development	Objects to the principle of development, particularly between Mattock's Tree Hill and Southfields as considers the scheme defeats the purpose of the original A358 by-pass to remove traffic from the villages, such as Hatch Beauchamp. Considers it remains unclear why the A358 needs to be a higher standard of road. Considers the scheme does not align with government efforts to cut road- building and emissions. Notes that Covid-19 has changed the future of work and the attitude towards driving is also increasing as it becomes a choice given increased transport options. Considers quicker journey times not an appropriate justification for road building in the current climate.	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.	N/A

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			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).	
638	Principle of development	Objects to the principle of development, particularly between Mattock's Tree Hill and Southfields as considers the scheme defeats the purpose of the original A358 by-pass to remove traffic from the villages, such as Hatch Beauchamp. Considers it remains unclear why the A358 needs to be a higher standard of road.	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.	N/A
639	Principle of development	Objects to the principle of 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
640	Principle of development	Objects to the principle of 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).	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)
641	Principle of development	Objects to the principle of proposals to widen the A358 as considers the cause of the traffic not to be the A358 but traffic backing up on the A303 Ilminster bypass. Concerned that proposals will increase traffic and traffic flow on the A358 without considering what happens to traffic flow at the end of it.	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. 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
642	Principle of development	Objects to the principle of proposals to widen the A358 as considers the cause of the traffic not to be the A358 but traffic backing up on the A303 Ilminster bypass. Concerned that proposals will increase traffic and traffic flow on the A358 without considering what happens to traffic flow at the end of it.	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. 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)
643	Principle of development	Objects to the proposals as considers the scheme misguided in the current context with climate change and increased home working.	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. 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 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. National Highways acknowledges your comments on the effect of the scheme on climate change. Environmental Statement Chapter 14 Climate (Document Reference 6.2) contains an assessment of the impacts of the scheme. The climate assessment 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). 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.	N/A
644	Principle of development	Objects to the proposals as considers them excessive and an unnecessary solution to problems. Concerned the plans will create problems along the route for local villages. Suggests local villages will not benefit from the development.	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). The proposed scheme 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. 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
645	Principle of development	Supports the overall proposals except the route from Mattock's Tree Green to the M5	National Highways acknowledges the range of views expressed, including those received in support of the scheme.	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)
646	Principle of development	Notes that the proposed scheme has been allocated funding for improvements to the Strategic Road Network. It constitutes a major element of the proposal to improve connectivity between London and the south east and the south west of England, the upgrading of the A303/A358 corridor being regarded by business leaders as essential to unlock the region's potential for growth. Highlights that from a local perspective, there has been a strength of opinion for many years that Henlade needs a bypass, which would provide clear improvements in air quality in the area, and that improved traffic flows at J25 are long overdue. Comments that there is a body of opinion which supports limiting this scheme to a bypass for Henlade and improvements to the junctions at the M.5 and Southfields. Comments that the basis on which funding has been provided is understood and that the dualling of the A.358, together with the dualling of those sections of the A.303 as far west as Ilminster where currently there is none, forms part of the plan to provide faster connections with more reliable journey times from London and the south east to the south west. Supports the scheme in principle, subject to the caveats expressed, and looks forward to the provision of new infrastructure in order to meet the needs of current and future generations.	National Highways acknowledges the range of views expressed, including those received in support of the 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. 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.	N/A
647	Principle of development	Considers the A358 between Southfields and the M5 to be in desperate need for improvement and supports proposals to improve journey times.	National Highways acknowledges the range of views expressed, including those received in support of the scheme.	N/A
648	Principle of development	Objects to the proposed 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
649	Principle of development	Support of all local parishes is the need for a Henlade bypass.	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	N/A

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			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.	
650	Principle of development	Supports the proposal, considers it long overdue and requests it is progressed quickly.	National Highways acknowledges the range of views expressed, including those received in support of the scheme.	N/A
651	Principle of development	Supports the need to upgrade the route to meet the increasing traffic flow.	National Highways acknowledges the range of views expressed, including those received in support of the scheme.	N/A
652	Principle of development	Supports the dualling of the scheme as considers it will reduce current traffic levels and improve commuting.	National Highways acknowledges the range of views expressed, including those received in support of the scheme.	N/A
653	Principle of development	Supports principle of development and considers the sooner scheme is complete the better,	National Highways acknowledges the range of views expressed, including those received in support of the scheme. Subject to the granting of the DCO, National Highways expects to start works in 2026, and for the road to open for traffic in 2031. National Highways remains committed to this scheme, with the support of central government, who confirmed their pledge to its funding in their second Road Investment Strategy (RIS2), published in March 2020.	N/A
654	Principle of development	Objects to the proposed 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).	No
655	Principle of development	Objects to the scheme and considers the principle of development and justification for the scheme flawed.	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
656	Principle of development	Comment that the need to improve the A358 Ilminster-Taunton section is fully supported.	National Highways acknowledges the range of views expressed, including those received in support of the scheme.	N/A
657	Principle of development	Supports the principle of development as considers the existing situation is a burden to residents and always congested	National Highways acknowledges the range of views expressed, including those received in support of the scheme.	N/A

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658	Principle of development	Supports the proposals as considers it will relieve the pressure on the existing A303 and A30	National Highways acknowledges the range of views expressed, including those received in support of the scheme.	N/A
659	Principle of development	Objects to the scheme as considers it is not needed, states focus should be had on improving Southfields roundabout and the new junction 25	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). 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. 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).	N/A
660	Principle of development	Supports the principle for development and would like it delivered as soon as possible.	National Highways acknowledges the range of views expressed, including those received in support of the scheme.	N/A
661	Principle of development	Support for the development of the scheme as it is considered to enable efficient travel from the south-east of England to Devon and Cornwall. Highlights a wider need to improve the A303 to the east.	National Highways acknowledges the range of views expressed, including those received in support of the scheme.	N/A
662	Principle of development	Support for the proposed development and delivery of the scheme.	National Highways acknowledges the range of views expressed, including those received in support of the scheme.	N/A
663	Principle of development	Supports the principle of developments and wants construction to start as soon as possible	National Highways acknowledges the range of views expressed, including those received in support of the scheme.	N/A
664	Principle of development	Support for the proposed development and comment that the project is so overdue that it should start without delay.	National Highways acknowledges the range of views expressed, including those received in support of the scheme.	N/A
665	Principle of development	Support for the proposed scheme and highlights that it is desperately needed.	National Highways acknowledges the range of views expressed, including those received in support of the scheme.	N/A
666	Principle of development	Support for the proposed scheme plans and comment that the proposed plans are very satisfactory.	National Highways acknowledges the range of views expressed, including those received in support of the scheme.	N/A
667	Principle of development	Supports the principle of development and the delivery of the scheme.	National Highways acknowledges the range of views expressed, including those received in support of the scheme.	N/A

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668	Principle of development	Support for the proposed dualling. Improved road needed for economic and social benefits as well as environmental reasons (as more cars become electric). Highlights that the A358 should have been dualled when it was previously improved in 1998.	National Highways acknowledges the range of views expressed, including those received in support of the scheme.	N/A
669	Principle of development	Strong support for the scheme, as it provides the right level of local links whilst at the same time providing a high quality route.	National Highways acknowledges the range of views expressed, including those received in support of the scheme.	N/A
670	Principle of development	Supports the overall scheme	National Highways acknowledges the range of views expressed, including those received in support of the scheme.	N/A
671	Principle of development	Supports the need to expedite the scheme.	National Highways acknowledges the range of views expressed, including those received in support of the scheme.	N/A
672	Principle of development	Objects to the scheme as considers it should not be a priority given the level of debt in the UK, which the scheme will add to the burden	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
673	Principle of development	Support for the principle of development and the delivery of the scheme as soon as possible, Suggests that the scheme needs to tie in with dualling of the Ilminster by-pass.	National Highways acknowledges the range of views expressed, including those received in support of the scheme.	N/A
674	Principle of development	Objects to the scheme as considers it should not be a priority given the level of debt in the UK, which the scheme will add to the burden	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).	No
675	Principle of development	Objects to the scheme as considers the benefits will not be felt as considers traffic congestion will still occur during the summer	The scheme has been designed to accommodate traffic up to 2046, and has been checked for a summer peak period flow to understand how it would operate under those conditions. The traffic model indicates that the flows are different in nature, but the proposed road and junctions will cope with the traffic levels during summer periods.	N/A
676	Principle of development	Supports the principle of development should the scheme continue with compromise and be designed sympathetically with the landscape.	National Highways acknowledges the range of views expressed, including those received in support of the scheme.	N/A

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			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.	
677	Principle of development	Objects to the scheme as considers the benefits will not be felt as considers traffic congestion will still occur during the summer	The scheme has been designed to accommodate traffic up to 2046, and has been checked for a summer peak period flow to understand how it would operate under those conditions. The traffic model indicates that the flows are different in nature, but the proposed road and junctions will cope with the traffic levels during summer periods.	No
678	Principle of development	Objects to the scheme as considers the provision of a bypass will only help those with second homes, considers the scheme will not benefit local people or local businesses or create new jobs.	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
679	Principle of development	Objects to the scheme as considers the scheme will only benefit tourists and holiday makers	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. 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 work undertaken all adheres to TAG (Transport Appraisal Guidance) standard as published by the Department for Transport on the gov.uk website. The scheme has been designed to accommodate traffic up to 2046, and has been checked for a summer peak period flow to understand how it would operate under those conditions. The traffic model indicates that the flows are different in nature, but the proposed road and junctions will cope with the traffic levels during summer periods. The methodology and results of the traffic modelling is reported in the Combined Modelling and Appraisal Report (Document Reference 7.4).	N/A
680	Principle of development	Supports construction of the scheme and requests the scheme is completed at the earliest date.	Subject to the granting of the DCO, National Highways expects to start works in 2026, and for the road to open for traffic in 2031. National Highways remains committed to this scheme, with the support of central government, who confirmed their pledge to its funding in their second Road Investment Strategy (RIS2), published in March 2020.	N/A
681	Principle of development	Supports the proposals and would like construction to begin as soon as possible.	Subject to the granting of the DCO, National Highways expects to start works in 2026, and for the road to open for traffic in 2031. National Highways remains committed to this scheme, with the support of central government, who confirmed their pledge to its funding in their second Road Investment Strategy (RIS2), published in March 2020.	N/A
682	Principle of development	Objects to the scheme as states that if the scheme is the aim of the Arundel scheme then this should be stated	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.	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 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).	
683	Principle of development	Objects to the scheme particularly between Mattock's Tree Hill and Southfields roundabout. Considers National Highways are applying the wrong road standards and there is no case for a high-quality dual 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. 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. 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
684	Principle of development	Objects to the scheme with the exception of 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 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. 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.	N/A
685	Principle of development	Objects to the scheme. Considers the proposal focused on Taunton however suggests the one mile a minute targets will not be achievable. Considers the scheme will cause little gain especially when compared to the disruption and destruction that would be caused. Notes a reduction of 6 minutes travel time will not have an impact on long distance travel.	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. Mile a minute speeds are expected to be representative of the A303/A358 corridor following improvements, however this is not a design requirement applied to individual schemes along the corridor. The proposed	N/A

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			arrangement of the junctions at Southfields and Nexus 25 would provide adequate capacity for the predicted traffic flows in the design year 15 years after opening. This is in accordance with design standards to provide a balance between traffic capacity and economic benefit.	
686	Principle of development	Questions the logic for spending £250-600 million on this road to encourage more driving given 46% of Somerset's carbon footprint are local emissions. Suggests the money should instead be invested in sustainable transport or demand management to encourage less driving.	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). 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.	N/A
687	Principle of development	Questions why the scheme is needed, considers the problem with the A358 is at either end, namely the M5 Junction and the Southfields junction.	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 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). 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	N/A

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			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.	
688	Principle of development	Reiterates the West Hatch parish council response to question 8.	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
689	Principle of development	Supports the improvements for Southfields Roundabout and the section through Henlade and considers only this section of the A358 need to be redeveloped, as it is considered this will help reduce costs.	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. 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
690	Principle of development	Requests for construction to go ahead as quickly as possible due to existing congestion and rat running	Subject to the granting of the DCO, National Highways expects to start works in 2026, and for the road to open for traffic in 2031. National Highways remains committed to this scheme, with the support of central government, who confirmed their pledge to its funding in their second Road Investment Strategy (RIS2), published in March 2020.	N/A
691	Principle of development	Requests that the proposed scheme begins construction soon.	Subject to the granting of the DCO, National Highways expects to start works in 2026, and for the road to open for traffic in 2031. National Highways remains committed to this scheme, with the support of central government, who confirmed their pledge to its funding in their second Road Investment Strategy (RIS2), published in March 2020.	N/A
692	Principle of development	Requests that the scheme is not carried out and considers there must be an alternative, less costly and less damaging solution to these problems.	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	N/A

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			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).	
693	Principle of development	Requests to improve the existing road, not to build new 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
694	Principle of development	Requests to scale the scheme down due to cost and the environmental impact, Highlights that the actual problems on the A358, the roundabouts either end, are not being remedied.	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
695	Principle of development	Suggests that the Business Case for the scheme should be rewritten, Governance of the scheme must be reviewed, and the failings of design which impact on local communities must be changed in ways already suggested to National Highways (NH), Value for Money should be reviewed. Considers there to be current marginal benefit and argues for a more modest, cheaper scheme. Comments the current consultation for a complex scheme has been too short.	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
696	Principle of development	States that the present plans are unacceptable, and they have concerns that the final decision will be made by a planning officer that has never lived in the area	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	No

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			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).	
697	Principle of development	Suggests that despite the best expertise in forming the best plan possible the principle of the scheme itself is fundamentally flawed.	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
698	Principle of development	Suggests that despite the best expertise in forming the best plan possible the principle of the scheme itself is fundamentally flawed.	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).	No
699	Principle of development	Suggests that the expressway is reconsidered to only dual section 1 of the route. Suggests money should be saved to instead improve local lanes.	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

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			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. 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.	
700	Principle of development	Suggests that the scheme be renamed as the A303 to Taunton.	The scheme is part of the wider A303/A358 corridor and forms one of several planned improvements on the A303/A358 designed to make it easier to travel across the south of England from the M3 to the M5 and beyond. The A358 and A303 are separate schemes and National Highways does not intend to amend the naming convention already established for the separate projects.	N/A
701	Principle of development	Suggests the A303 changes should have been considered prior as this would have reduced the carbon impact of the current proposal.	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
702	Principle of development	Suggests the cost of the excessive road is incomprehensible when compared to other major issues in society such as COVID, the NHS and the housing crisis. Concerned the cost will rise in the 9 years prior to completion.	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
703	Principle of development	Unclear why an Expressway design was chosen for the route, a decision that goes against its own route categorisation governance. No comparison analysis between a GD 300 Expressway and a CD 109 link trunk road has been undertaken. Consider that no evidence has been provided that an Expressway is the most appropriate standard to be applied. No comparison to a trunk road design standard has been published. Traffic analysis provided did	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. Mile a minute speeds are expected to be representative of the A303/A358 corridor following improvements,	N/A

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		not present the worse case scenario of peak holiday traffic thereby obscuring the inability of the scheme to resolve one of its major objectives. The public has not been provided with the information needed to make an informed opinion.	however this is not a design requirement applied to individual schemes along the corridor. The proposed arrangement of the junctions at Southfields and Nexus 25 would provide adequate capacity for the predicted traffic flows in the design year 15 years after opening. This is in accordance with design standards to provide a balance between traffic capacity and economic benefit.	
704	Principle of development	Wants construction work to start as quickly as possible	Subject to the granting of the DCO, National Highways expects to start works in 2026, and for the road to open for traffic in 2031. National Highways remains committed to this scheme, with the support of central government, who confirmed their pledge to its funding in their second Road Investment Strategy (RIS2), published in March 2020.	N/A
705	Road drainage and the water environment	Considers there will be additional water run off from increased tarmac surface area will exacerbate local 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
706	Road drainage and the water environment	Requests how the plans have taken into account flooding change due to climate change other than constructing the basins to include 40% for climate change as considers the climate change percentage has increased	Climate change has been taken into account by assessing design against predicted increases in rainfall (40%) and river flows (50%). Magnitude of increase established based on guidance from Environment Agency, which is based on Intergovernmental Panel on Climate Change (IPCC) scenarios.	No
707	Road drainage and the water environment	Concern that if the scheme causes flooding to be worse then residents may not be able to get household insurance, and therefore would have to get insurance from NH	Design of the road in based on the principal that flood risk will not be increased. This is done by ensuring that watercourse crossings do not increase river levels, floodplain is avoided or replaced if building works are required within them and surface water runoff is captured and attenuated to pre development rates. All analysis and design takes account of predicted increase rainfall intensity and river flows, using guidance issued from the Environment Agency that is based on Intergovernmental Panel on Climate Change (IPCC) climate change scenarios. 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. 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.	
708	Road drainage and the water environment	Concern that not enough research has been done on the flooding problems in Mill Lane to Palmers Green	At the public consultation in 2021 we proposed closing the existing junction between Capland Lane and the existing A358 and sought feedback on three options for access in the Capland area. Following a review of consultation feedback and further assessments, our preferred option is to provide a connecting link road between Capland Lane and Village Road (Option 1). This has now been incorporated into the proposed A358 design. The link road connecting Capland Lane to Village Road would provide additional connectivity between settlements to the east of the A358, easier access to properties along Capland Lane and extra resilience in case of flooding. As part of the preliminary design, mitigation has been incorporated to ensure no loss of floodplain compensation or restriction to river flows. As a result, no increase in flood risk or water level is predicted as a result of the scheme. Environmental Statement (ES) Chapter 13 Road drainage and the water environment (Document Reference 6.2), outlines an assessment of the effects of the scheme in relation to flood risk.	Yes
709	Road drainage and the water environment	States that there are many locations which are prone to regular flooding	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. 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	No

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			the scheme. The FRA has not identified any significant impacts on flood risk as a result of the proposed scheme.	
710	Road drainage and the water environment	Highlights that the village is regularly flooded in heavy rains on both sides of the village road.	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. 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.	No
711	Road drainage and the water environment	Highlights that Ruishton already suffers from frequent flooding. Concern raised about the impact that any further construction work in the area will have with run off ground water.	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. 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. 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
712	Safety and road accidents	Requests that a pavement is implemented in front of Thornwater Farm. Notes people have been using this route to walk, catch the bus, or visit the post office for a long time and it would be improved and made safer with a pavement from Henlade to the slip road.	Between Henlade and the slip road at Thornwater Farm, the existing footway alongside the A358 is overgrown and maintenance is matter for Somerset Council as local highway authority.	No
713	Safety and road accidents	Objection to the proposed plans as it is considered these would have significant impacts on Ashill and cause increased safety risks for residents including vulnerable members such as children and the elderly.	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
714	Safety and road accidents	Concern that proposals would be hazardous for access to the local primary school, church and Village Hall in 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.	Yes
715	Safety and road accidents	Concern that the proposals would reduce levels of safety for pedestrians and cyclists in 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	Yes

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			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.	
716	Safety and road accidents	Supports scheme objectives to achieve highways safety. Notes the statements provided by NH that the scheme would make journeys safer by avoiding conflicting traffic-turning movements. The proposed scheme would also improve safety by encouraging road users to use the new A358, rather than seeking alternative local routes to avoid congestion into Taunton. Concern raised about the evidence for these claims as it is considered that the existing A358 does not have a significant accident record. Comment that local residents are not convinced and consider that the scheme would result in increased traffic using the local highway network, with highways safety risks associated. Concern raised that some local roads cannot accommodate two- way traffic. Notes that PCIG has made known its objections to the reduction in access points from the local highway network to the new road. Raises concern about the ability of the emergency services to gain access from the new road to the local highway network. Highlights that the proposed restriction of access to local settlements by way of Mattock's Tree Green and Ashill only will apply equally to emergency vehicles. Suggests that urge NH to consult with the emergency services about the ease of access to businesses and residences in the wider community which they might be required. Considers that the emergency services must be satisfied with the proposals set out in the scheme.	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. 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. 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
717	Safety and road accidents	Supports the scheme as considers the current A358 is dangers and slow	National Highways acknowledges the range of views expressed, including those received in support of the scheme.	N/A
718	Safety and road accidents	Supports safer crossings for riders and walkers and improvements for footpaths.	National Highways acknowledges the range of views expressed, including those received in support of the scheme.	N/A
719	Safety and road accidents	Supports proposals for improvement as considers the existing A358 dangerous.	National Highways acknowledges the range of views expressed, including those received in support of the scheme.	N/A
720	Safety and road accidents	Supports the scheme as considers the current A358 is dangers and slow	National Highways acknowledges the range of views expressed, including those received in support of the scheme.	N/A
721	Safety and road accidents	Supports safer crossings for riders and walkers and improvements for footpaths.	National Highways acknowledges the range of views expressed, including those received in support of the scheme.	N/A
722	Safety and road accidents	Supports proposals for improvement as considers the existing A358 dangerous.	National Highways acknowledges the range of views expressed, including those received in support of the scheme.	N/A
723	Safety and road accidents	Considers that PCIG's proposal for Mattock's Tree Green is based on false premise and what it promotes as its solution would create a junction which performs less well in both highway safety and traffic management terms. NH's traffic modelling data is a clear an indication as to the effect that a bypass for Henlade will have on the volume of traffic passing through the village, and PCIG has failed to produce any	National Highways acknowledges the range of views expressed, including those received in support of the scheme. 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	No

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		evidence to demonstrate otherwise. Comment that NH should proceed with its own scheme proposal for Mattock's Tree Green junction. NH should consider the benefit, subject to highway safety concerns, of an off- slip and on-slip facility close to the existing Hatch Beauchamp village road south, as proposed by PCIG.	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. 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.	
724	Safety and road accidents	Concern that there appears to be a lack of comprehension by National Highways that this is a rural community and as such there is considerable equestrian, cycling and walking traffic all of which will be put in jeopardy by any increase in traffic along local lanes and 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
725	Safety and road accidents	Highlights that there is a pinch point at the Nexus roundabout, and that they have already seen an accident where the roundabout goes from 3 lanes into 2 lanes as there is little guidance as to who has the right of way.	The scheme as presented at the 2021 statutory consultation included enlarging the existing Nexus 25 roundabout due to the new A358 connection and to provide adequate capacity for the predicted traffic flows. Following further traffic modelling and design development, a signalised junction to replace the Nexus 25 roundabout is now proposed, as presented at the 2022 supplementary consultation. This change was made to facilitate the inclusion of a safe crossing point for walkers and cyclists across the A358, and to improve the flow of traffic between this junction and M5 junction 25. Operational modelling has been undertaken to understand what the most appropriate form of junction is to accommodate the traffic flows with the scheme while also meeting the objectives of providing a safe crossing point for walkers and cyclists. A signalised junction allows both safe crossings while also operating within capacity in the design year of 2046. The walking and cycling tracks that connect M5 junction 25, the Nexus 25 junction and the Taunton Gateway Park and Ride site would all be retained.	N/A
726	Safety and road accidents	Considers the scheme will not lead to improved safety and considers there to be safety improvement which could be made that without the cost, environmental damage, and increased traffic in the villages of the scheme.	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

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			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. 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.	
727	Safety and road accidents	Objects to the scheme as considers it will negatively impact road safety within Hatch Beauchamp	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
728	Safety and road accidents	Concern the proposals sever access to the A358. States this severance and amendment of access will impact safety	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

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729	Safety and road accidents	Concern that by cutting off so many access points. more traffic will be forced through the villages, reducing safety to vehicles, pedestrians, cyclists and horse-riders. States that the A358 is already a comparatively safe road, and the expected increase in traffic volume would not make it any safer.	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
730	Safety and road accidents	Consider the purpose of the A358 was to bypass Hatch Beauchamp due to many accidents happening, concern that Hatch Beauchamp does not have a pavement running through 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.	N/A
731	Safety and road accidents	Concern about the increased safety risks on the A378 as a result of likely increased traffic on this road. Highlights that the pavements through Curry Rivel are very narrow in places and pedestrians are at risk from vehicles passing through often at speed in excess of the limit. Parish Council research into connectivity within the village of Curry Rivel has identified many improvements required to increase road safety caused by the severance of the A378 including the need for at least 3 pedestrian crossings. Comment that Langport is served by a narrow and weight restricted bridge off Bow Street and rhat this is hazardous for pedestrians.	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
732	Safety and road accidents	Concern raised that National Highways have not given any consideration to the safety or the wellbeing of all who live in Ashill, or to the residents of surrounding villages also living along the A358. Highlights that there will be an increase in children walking to school and to the playing field, and parents taking their children to school have to park along the main village road in mornings and afternoons.	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	N/A

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		Comments that during the winter, when the weather is bad, the school regularly uses the Village Hall for their PE and children have to cross the road to get to the hall. Concern raised that the crossing is in a blind spot area and already quite dangerous, and with the additional volume of traffic it would make it even more dangerous for them to cross over. Highlights that winter also brings another dangerous condition on the road through Ashill, as the village is on a hill and the road easily floods, and if the temperatures are very low it freezes over. Comments that Ashill is not on the Council's gritting programme, so there are a number of accidents every year, especially when parents are taking their children to school early in the morning. If additional traffic has to travel along this road, because of the new A358 junction arrangement, it will only make it more dangerous for everyone.	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.	
733	Safety and road accidents	Concern the scheme will result in to increased danger to pedestrians around Hatch Beauchamp due to increased 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.	N/A
734	Safety and road accidents	Concerned that although it may improve Henlade, an expressway without any exists off will lead to an increased traffic volume on local lanes and through Hatch Beauchamp.	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
735	Safety and road accidents	Considers the scheme will make village life unsafe for residents due to increase volume of 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

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			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.	
736	Safety and road accidents	Concerned that cycling would become dangerous as a result of increased traffic on local 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
737	Safety and road accidents	Concern the scheme will increase the volume and speed of traffic which will reduce safety in 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
738	Safety and road accidents	Considers the proposal would increase traffic on local roads which would worsen the safety of WCH.	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

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739	Safety and road accidents	Notes that there is no access to Broadway Road from the new road, resulting in increased traffic through the village which has narrow roads and no foorpaths	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
740	Safety and road accidents	Suggests that to minimise accidents proposals should avoid dangerous lanes, bends and single tracks. Provides several alternative design options in the attachment including: Nth bound access to Mattock's Tree Junction for Southside villages – proposed all through Hatch Beaucahamp; Nth bound access via Hatch Beauchamp to Mattock's Tree Junction; Nth bound access to Mattock's Tree Junction for Southside villages; Nth bound access via Hatch Beauchamp to Mattock's Tree 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
741	Safety and road accidents	Concerned that any road closures will increase safety risk to WCH groups.	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
742	Safety and road accidents	Suggests that there only needs to be a small improvement to the A358 to make it a safer road for cars. Highlights that the only big problem is the 10 weeks of holiday traffic for car and commercial users. Concern expressed that cyclists are not safe to use this road at anytime.	The scheme includes an alternative offline cycle route that uses lightly trafficked roads and traffic-free routes, 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.	N/A
743	Safety and road accidents	Concern the road from Broadway to Curland will be used during construction as considers this road is not fit for purpose	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	No

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			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.	
744	Safety and road accidents	Concerned the scheme and its expressway ideology ignores the safety principle that a road network should feed local traffic onto major roads quickly and efficiently. Suggests local road networks are not well maintained by Somerset Highways and with the increased traffic load their condition will worsen. Notes that in winter the local roads are often slippery with leaves and mud and have overlying shadows, and during seasonal work the network is busy with farm vehicles following a one-way system for crop haulage. Suggests the current proposals will prevent this and cause conflict between farm traffic and other 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. 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. 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
745	Safety and road accidents	Concern raised that delays at Southfield roundabout from the A358 onto the A303 will not be alleviated.	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. 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 (RIS 3) 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
746	Safety and road accidents	Highlights that the proposed scheme sets out to improve safety on a road that has a lower than the national average accident rate by a considerable margin, the main source of accidents on this road being the Southfields roundabout that this scheme makes only minor	The accident analysis undertaken as part of the traffic modelling work shows that the existing road has a worse accident rate than the national average for this type of road. The forecast accident rate with the scheme is much lower, with a forecast number of accidents below that of the forecast number without the scheme, even with the higher traffic flow using the A358 with the scheme.	N/A

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		changes to. Concern that information presented about safety improvements at consultation are misleading.	The methodology and results of the traffic modelling (including the road safety analysis) is reported in the Combined Modelling and Appraisal Report (Document Reference 7.4).	
747	Safety and road accidents	Notes improvements should improve safety.	The accident analysis undertaken as part of the traffic modelling work shows that the existing road has a worse accident rate than the national average for this type of road. The forecast accident rate with the scheme is much lower, with a forecast number of accidents below that of the forecast number without the scheme, even with the higher traffic flow using the A358 with the scheme. The methodology and results of the traffic modelling (including the road safety analysis) is reported in the Combined Modelling and Appraisal Report (Document Reference 7.4).	N/A
748	Safety and road accidents	Suggests there is no need to improve the safety of the A358. Considers that rather than build a new road better ways to improve safety would be to introduce lower speed limits and a lifetime ban for dangerous driving.	The accident analysis undertaken as part of the traffic modelling work shows that the existing road has a worse accident rate than the national average for this type of road. The forecast accident rate with the scheme is much lower, with a forecast number of accidents below that of the forecast number without the scheme, even with the higher traffic flow using the A358 with the scheme. The methodology and results of the traffic modelling (including the road safety analysis) is reported in the Combined Modelling and Appraisal Report (Document Reference 7.4).	N/A
749	Safety and road accidents	Consider safety along the route the current A358 and surrounding area has an accident rate lower than the national averages (PEIR, 12.6.69/70), and east of Thornfalcon there is no evidence of traffic joining the A358 being the cause of congestion.	The accident analysis undertaken as part of the traffic modelling work shows that the existing road has a worse accident rate than the national average for this type of road. The forecast accident rate with the scheme is much lower, with a forecast number of accidents below that of the forecast number without the scheme, even with the higher traffic flow using the A358 with the scheme. The methodology and results of the traffic modelling (including the road safety analysis) is reported in the Combined Modelling and Appraisal Report (Document Reference 7.4). National Highways observes that documentation and analysis from previous consultations and stages of this project are superseded. 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. 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.	N/A
750	Safety and road accidents	Considers the scheme is not needed and to improve safety road signs, traffic cameras and speed limits should be used.	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 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. 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). This includes the scheme cost, the economic benefits and the benefit to cost ratio.	N/A

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751	Safety and road accidents	Concerns over safety of children walking on the road in Hatch Beauchamp	The impact on local roads, including walkers, cyclists and horse-riders (WCH), has been discussed with Somerset Council as local highway authority. Agreed mitigation comprises traffic calming and traffic management measures where necessary to overcome road safety concerns.	No
752	Safety and road accidents	Objects to the scheme as the dual carriageway is unnecessarily wide. Concern that it would encourage speeding at 70 mph or more, and when cars arrive at Southfields roundabout, there would still be queues and the possibility of accidents and potentially serious accidents, as the roundabout needs more than just a single slip road 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. 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. 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. 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 (RIS 3) 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
753	Safety and road accidents	Notes that the two pinch points on the A358 are Henlade and Southfields roundabout, and when traffic is busy these locations are where the tailbacks happen. States that In between, there is little queuing and one of the safest roads in the country. However, acknowledges that accidents do happen on the dual carriageway from Mattock's Tree Road going up from or down to Henlade where there are roads going across 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. 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. The accident analysis undertaken as part of the traffic modelling work shows that the existing road has a worse accident rate than the national average for this type of road. The forecast accident rate with the scheme is much lower, with a forecast number of accidents below that of the forecast number without the scheme, even with the higher traffic flow using the A358 with the scheme.	N/A

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			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. 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 (RIS 3) 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.	
754	Safety and road accidents	Notes it is imperative that the safety of sharp bends is evaluated as not doing so will cause major accidents.	The proposed A358 mainline would utilise the existing carriageway from approximately West Hatch Lane to Southfields Roundabout, incorporated as the westbound carriageway of a high-quality dual carriageway. The current horizontal alignment is acceptable in terms of design standards and a Stage 1 Road Safety Audit has not raised any concerns. In addition, widened central reserve and highway verges are proposed to maintain appropriate stopping sight distance for National speed limits, and forward visibility through areas which utilise the existing carriageway is improved over the existing provision.	No
755	Safety and road accidents	Objects to the scheme as consider it will cause safety concerns for WCH	Provision for walkers, cyclists and horse-riders has been integral to the design from options assessment to the current scheme. National Highways endeavours to preserve existing public rights of way as much as possible. Unfortunately, some diversions and stopping up of public rights of way would be inevitable but users would no longer be trying to cross the A358 at grade, making the public rights of way network safer and more inclusive.	No
756	Safety and road accidents	Concern that the scheme could present a danger to WCH including children and animals	Provision for walkers, cyclists and horse-riders has been integral to the design from options assessment to the current scheme. National Highways endeavours to preserve existing public rights of way as much as possible. Unfortunately, some diversions and stopping up of public rights of way would be inevitable but users would no longer be trying to cross the A358 at grade, making the public rights of way network safer and more inclusive.	No
757	Safety and road accidents	Suggests the proposals fail to include the safe infrastructure that is needed to encourage green travel such as walking and cycling.	Provision for walkers, cyclists and horse-riders has been integral to the design from options assessment to the current scheme. National Highways endeavours to preserve existing public rights of way as much as possible. Unfortunately, some diversions and stopping up of public rights of way would be inevitable but users would no longer be trying to cross the A358 at grade, making the public rights of way network safer and more inclusive.	No
758	Traffic, access and modelling	Does not see a need for a link to the Ashill junction, as shown in proposals. States that the village has adequate provision to go to Southfields or up past Stewley.	A link to Ashill junction is necessary to avoid traffic from Broadway and Horton from using Wood Road and Windmill Hill as an alternative route to Ashill junction. Additionally, it takes some traffic off Southfields roundabout which reduces potential delay at Southfields roundabout.	N/A
759	Traffic, access and modelling	Suggests more bridges over the dual carriageway are necessary to link existing villages.	As part of the Economic Appraisal of the proposed A358 scheme, a 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. The methodology and results of the Economic Appraisal is reported in the Combined Modelling and Appraisal Report (Document Reference 7.4).	No
760	Traffic, access and modelling	Concern that the proposed scheme does not meet the connectivity objective. Highlights that if the bottlenecks are not improved by this scheme and as per the Government mandate that each dualling scheme has to stand on its own merits, then this does not improve connectivity. Concern raised that local connectivity is severely	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	N/A

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		compromised with parishes such as West Hatch and Hatch Beauchamp separated by the expansion involving lengthy detours.	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).	
761	Traffic, access and modelling	Concern that should Capland be severed from the A358 and the Capland link local traffic will be forced through narrow lanes which regularly flood. States these lanes are hazardous and dangerous.	At the public consultation in 2021 we proposed closing the existing junction between Capland Lane and the existing A358 and sought feedback on three options for access in the Capland area. Following a review of consultation feedback and further assessments, our preferred option is to provide a connecting link road between Capland Lane and Village Road (Option 1). This has now been incorporated into the proposed A358 design. The link road connecting Capland Lane to Village Road would provide additional connectivity between settlements to the east of the A358, easier access to properties along Capland Lane and extra resilience in case of flooding.	N/A
762	Traffic, access and modelling	Concerned the traffic modelling has not been thorough for the Bickenhall Lane bridge proposals and consider the lack of attention to detail unacceptable. Concerned the proposals for Bickenhall Lane will result in increased traffic running through Hatch Beauchamp and disrupting residents quality of life. Concerned the Bickenhall Lane bridge proposals include two-way traffic and access for WCH users as considers Bickenhall Lane unsuitable for frequent two-way traffic due to its nature as a narrow country lane with high hedges and few passing places. Concerned this will lead to increased delays, accidents and structural damage to properties on the route.	Taking into account consultation feedback, the design of the scheme has been modified to limit traffic access to the Bickenhall Lane overbridge to local farm traffic, but it would not be open to general vehicular through traffic. The new bridge would provide connectivity for walkers, cyclists, horse-riders and carriage drivers across the scheme. The overbridge would be classified as a restricted byway and shared with nearby landowners for accommodation access. Traffic flow would be low, creating an attractive route for walking, cycling and horse-riding. This change has been made to discourage alternative routes through Hatch Beauchamp and also address concerns about the impact that potential traffic increases may have on walking, cycling and horse-riding users along Bickenhall Lane. As a result of this change, there will be no public motor traffic using the overbridge and the route via Hatch Beauchamp to access Mattock's Tree Green junction. That traffic is forecast to route via Cold Road and Higher West Hatch Lane to access the junction.	Yes
763	Traffic, access and modelling	Disagrees with the proposal for a public access bridge at Bickenhall Lane as considers it will create a 'rat-run' into the centre of the Hatch Beauchamp.	Taking into account consultation feedback, the design of the scheme has been modified to limit traffic access to the Bickenhall Lane overbridge to local farm traffic, but it would not be open to general vehicular through traffic. The new bridge would provide connectivity for walkers, cyclists, horse-riders and carriage drivers across the scheme. The overbridge would be classified as a restricted byway and shared with nearby landowners for accommodation access. Traffic flow would be low, creating an attractive route for walking, cycling and horse-riding. This change has been made to discourage alternative routes through Hatch Beauchamp and also address concerns about the impact that potential traffic increases may have on walking, cycling and horse-riding users along Bickenhall Lane. As a result of this change, there will be no public motor traffic using the overbridge and the route via Hatch Beauchamp to access Mattock's Tree Green junction. That traffic is forecast to route via Cold Road and Higher West Hatch Lane to access the junction.	Yes
764	Traffic, access and modelling	Considers the proposal for a public access bridge at Bickenhall Lane will create a 'rat-run' straight into the village	Taking into account consultation feedback, the design of the scheme has been modified to limit traffic access to the Bickenhall Lane overbridge to local farm traffic, but it would not be open to general vehicular through traffic. The new bridge would provide connectivity for walkers, cyclists, horse-riders and carriage drivers across the scheme. The overbridge would be classified as a restricted byway and shared with nearby landowners for accommodation access. Traffic flow would be low, creating an attractive route for walking, cycling and horse-riding. This change has been made to discourage alternative routes through Hatch Beauchamp and also address	Yes

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			concerns about the impact that potential traffic increases may have on walking, cycling and horse-riding users along Bickenhall Lane. As a result of this change, there will be no public motor traffic using the overbridge and the route via Hatch Beauchamp to access Mattock's Tree Green junction. That traffic is forecast to route via Cold Road and Higher West Hatch Lane to access the junction.	
765	Traffic, access and modelling	Considers the proposal for a public access bridge at Bickenhall Lane is completely unacceptable as considers it will create a 'rat-run'	Taking into account consultation feedback, the design of the scheme has been modified to limit traffic access to the Bickenhall Lane overbridge to local farm traffic, but it would not be open to general vehicular through traffic. The new bridge would provide connectivity for walkers, cyclists, horse-riders and carriage drivers across the scheme. The overbridge would be classified as a restricted byway and shared with nearby landowners for accommodation access. Traffic flow would be low, creating an attractive route for walking, cycling and horse-riding. This change has been made to discourage alternative routes through Hatch Beauchamp and also address concerns about the impact that potential traffic increases may have on walking, cycling and horse-riding users along Bickenhall Lane. As a result of this change, there will be no public motor traffic using the overbridge and the route via Hatch Beauchamp to access Mattock's Tree Green junction. That traffic is forecast to route via Cold Road and Higher West Hatch Lane to access the junction.	Yes
766	Traffic, access and modelling	Considers the proposal for a public access bridge at Bickenhall Lane is unacceptable as considers it will create a 'rat-run' into the centre of the village down a very narrow lane	Taking into account consultation feedback, the design of the scheme has been modified to limit traffic access to the Bickenhall Lane overbridge to local farm traffic, but it would not be open to general vehicular through traffic. The new bridge would provide connectivity for walkers, cyclists, horse-riders and carriage drivers across the scheme. The overbridge would be classified as a restricted byway and shared with nearby landowners for accommodation access. Traffic flow would be low, creating an attractive route for walking, cycling and horse-riding. This change has been made to discourage alternative routes through Hatch Beauchamp and also address concerns about the impact that potential traffic increases may have on walking, cycling and horse-riding users along Bickenhall Lane. As a result of this change, there will be no public motor traffic using the overbridge and the route via Hatch Beauchamp to access Mattock's Tree Green junction. That traffic is forecast to route via Cold Road and Higher West Hatch Lane to access the junction.	Yes
767	Traffic, access and modelling	Requests access to Bickenhall Lane bridge must be limited to WCH and agricultural vehicles only	Taking into account consultation feedback, the design of the scheme has been modified to limit traffic access to the Bickenhall Lane overbridge to local farm traffic, but it would not be open to general vehicular through traffic. The new bridge would provide connectivity for walkers, cyclists, horse-riders and carriage drivers across the scheme. The overbridge would be classified as a restricted byway and shared with nearby landowners for accommodation access. Traffic flow would be low, creating an attractive route for walking, cycling and horse-riding. This change has been made to discourage alternative routes through Hatch Beauchamp and also address concerns about the impact that potential traffic increases may have on walking, cycling and horse-riding users along Bickenhall Lane. As a result of this change, there will be no public motor traffic using the overbridge and the route via Hatch Beauchamp to access Mattock's Tree Green junction. That traffic is forecast to route via Cold Road and Higher West Hatch Lane to access the junction.	Yes
768	Traffic, access and modelling	Considers the Bickenhall Lane bridge not needed and notes WCH groups and safely use the existing Herepath until it connects with the Village Road/Staple Fitzpaine bridge. Objects to slip roads on/off Bickenhall Lane due to safety reasons and cost.	Taking into account consultation feedback, the design of the scheme has been modified to limit traffic access to the Bickenhall Lane overbridge to local farm traffic, but it would not be open to general vehicular through traffic. The new bridge would provide connectivity for walkers, cyclists, horse-riders and carriage drivers across the scheme. The overbridge would be classified as a restricted byway and shared with nearby landowners for accommodation access. Traffic flow would be low, creating an attractive route for walking, cycling and horse-riding.	Yes

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			This change has been made to discourage alternative routes through Hatch Beauchamp and also address concerns about the impact that potential traffic increases may have on walking, cycling and horse-riding users along Bickenhall Lane. As a result of this change, there will be no public motor traffic using the overbridge and the route via Hatch Beauchamp to access Mattock's Tree Green junction. That traffic is forecast to route via Cold Road and Higher West Hatch Lane to access the junction.	
769	Traffic, access and modelling	Questions how traffic from Bickenhall Lane South would re-route if Bickenhall Lane Bridge is built. Considers the proposals at Bickenhall Bridge will increase traffic moving in opposite directions on Bickenhall Lane north. Considers there will be significant traffic increases on a single lane road with few passing places, and properties along it, are unsustainable. States rerouting traffic through single lanes and busy socially active roads must be avoided.	Taking into account consultation feedback, the design of the scheme has been modified to limit traffic access to the Bickenhall Lane overbridge to local farm traffic, but it would not be open to general vehicular through traffic. The new bridge would provide connectivity for walkers, cyclists, horse-riders and carriage drivers across the scheme. The overbridge would be classified as a restricted byway and shared with nearby landowners for accommodation access. Traffic flow would be low, creating an attractive route for walking, cycling and horse-riding. This change has been made to discourage alternative routes through Hatch Beauchamp and also address concerns about the impact that potential traffic increases may have on walking, cycling and horse-riding users along Bickenhall Lane. As a result of this change, there will be no public motor traffic using the overbridge and the route via Hatch Beauchamp to access Mattock's Tree Green junction. That traffic is forecast to route via Cold Road and Higher West Hatch Lane to access the junction.	Yes
770	Traffic, access and modelling	Concern that agricultural properties and farms are bisected by the A358. Considers the proposals lack appropriate access for agricultural vehicles to the A358 therefore suggests Bickenhall crossing should only be accessible for agricultural vehicles.	Taking into account consultation feedback, the design of the scheme has been modified to limit traffic access to the Bickenhall Lane overbridge to local farm traffic, but it would not be open to general vehicular through traffic. The new bridge would provide connectivity for walkers, cyclists, horse-riders and carriage drivers across the scheme. The overbridge would be classified as a restricted byway and shared with nearby landowners for accommodation access. Traffic flow would be low, creating an attractive route for walking, cycling and horse-riding. This change has been made to discourage alternative routes through Hatch Beauchamp and also address concerns about the impact that potential traffic increases may have on walking, cycling and horse-riding users along Bickenhall Lane. As a result of this change, there will be no public motor traffic using the overbridge and the route via Hatch Beauchamp to access Mattock's Tree Green junction. That traffic is forecast to route via Cold Road and Higher West Hatch Lane to access the junction.	Yes
771	Traffic, access and modelling	Concerned the proposed bridge at Bickenhall Lane will become a popular rat run for those trying to cross the new road or as a shortcut to access slip roads. Considers the road beyond the bridge will be unable to be widened to allow for two lanes of traffic and therefore will be unsuitable for any increased traffic volume. Suggests access to the bridge should be limited to emergency vehicles, agricultural vehicles and WCH groups.	Taking into account consultation feedback, the design of the scheme has been modified to limit traffic access to the Bickenhall Lane overbridge to local farm traffic, but it would not be open to general vehicular through traffic. The new bridge would provide connectivity for walkers, cyclists, horse-riders and carriage drivers across the scheme. The overbridge would be classified as a restricted byway and shared with nearby landowners for accommodation access. Traffic flow would be low, creating an attractive route for walking, cycling and horse-riding. This change has been made to discourage alternative routes through Hatch Beauchamp and also address concerns about the impact that potential traffic increases may have on walking, cycling and horse-riding users along Bickenhall Lane. As a result of this change, there will be no public motor traffic using the overbridge and the route via Hatch Beauchamp to access Mattock's Tree Green junction. That traffic is forecast to route via Cold Road and Higher West Hatch Lane to access the junction.	Yes
772	Traffic, access and modelling	Concern over the closure of existing junctions onto the A358 from Thornfalcon to Ashill which would create a thoroughfare through our village of Ashill and increase traffic levels 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	N/A

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			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.	
773	Traffic, access and modelling	Concerned the volume of traffic passing through Ashill will increase significantly and in doing so increase congestion and risk of accidents. Notes this traffic increase will also increase journey times to the A358 for residents of 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
774	Traffic, access and modelling	Concerned the village of Ashill will become a main route for the surrounding villages to access the A358. Concerned this will result in traffic pollution, increased noised and congestion that will endanger local wildlife, walkers, pets and inhabitants. Notes during school pick up/drop off parents must park on the main road and concerned this will lead to accidents. Concerned that traffic will be diverted through Ashill in the instance of a road closure. Concerned Ashill will become 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	N/A

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			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.	
775	Traffic, access and modelling	Comments that appreciate that dualling the A358 is a much needed improvement. Concern raised about the significant impact on Ashill village through diversion of traffic including HGVs and construction vehicles. Considers this to be unacceptable and raises concern that this would destroy village life.	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
776	Traffic, access and modelling	Concerned there will be no slip road for Hatch Beauchamp residents resulting in them driving through Ashill to reach the A358. Concerned this will result in an increase in HGV lorries driving through the Ashill village and this will create safety issues for pedestrians, particularly dog walks. Requests that pedestrians and children are considered. Considers the proposals to go against the purpose of the current A358 to alleviate traffic in Ashill and suggests the issue will be worsened further given housing developments have been granted along the main Ashill road.	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	N/A

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			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.	
777	Traffic, access and modelling	Objects to the scheme as considers the scheme will increase traffic through Ashill which will create problems	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
778	Traffic, access and modelling	Concerned the reduction of junctions on the new road layout will lead to an increase in traffic on local roads and through Ashill. Concerned this will have a detrimental effect on the residents of Ashill and air pollution will increase. Notes some roads in Ashill have a 60mph speed limit and no pavements despite having properties on either side of the road. Concerned a higher number of vehicles on the road will be a danger to WCH groups and school children.	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	N/A

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			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.	
779	Traffic, access and modelling	Concern traffic congestion will worsen in Southfields and Ashill because of the scheme	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
780	Traffic, access and modelling	Suggests that proposals should minimise traffic using Ashill village as a throughfare to 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. 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
781	Traffic, access and modelling	Respondent supports the Ashill Parish Council Response which raises concern that young families with children and pets are living in a very safe village environment, and that the planned junction arrangements	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

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		along this new route would result in Ashill significantly affected by a large increase in traffic movements through the small village. Concern raised that this will make the village road extremely busy, as it was before the current bypass was built. Highlights that following the development of the current Ashill bypass that SSDC approved developments along this route and that there are further awaiting decision. Concern raised that the recent built developments have brought a big increase in car parking on village road and that this would increase with further housing development. Concern that no other village along the route of the proposed new dual carriageway will suffer anything close to the volume of increased traffic movement that Ashill will be exposed to.	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.	
782	Traffic, access and modelling	Concerned traffic from local villages will go through Ashill due to convenience given the increase in journey times and milage that would result in taking the another 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. 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
783	Traffic, access and modelling	Concerned increased traffic through Ashill Village has not been adequately considered. Notes the village has children, cyclists, horse-riders and animals using the road. Concerned there will be increased noise, inconsiderate fast drivers and fuel smells as a result of increased traffic volume.	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	N/A

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			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.	
784	Traffic, access and modelling	Concerned there will be a higher volume of traffic in Ashill as the area is used as a rat run by local villages. Concerned this will devastate delicate local roads and the situation will likely become intolerable. Requests that these implications are reconsidered.	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
785	Traffic, access and modelling	Concern that the proposal to cut off existing access to villages between Southfields roundabout and Mattock's Tree Hill junction would considerably increase traffic on local roads to 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	N/A

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			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.	
786	Traffic, access and modelling	Concern that Ashill will become a rat run to get to 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. 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
787	Traffic, access and modelling	Concern that the scheme will result in heavy traffic through Ashill 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. During the 2021 statutory consultation, it was noted that there was concern about the rise in traffic flow	N/A

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			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.	
788	Traffic, access and modelling	Objection to the proposed plans as it is considered these would have significant impacts on Ashill and create a large of amount of 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. 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
789	Traffic, access and modelling	Concern that the proposals would have an impact on Ashill village in terms of traffic, particularly due to the closing of 18 junctions. Highlights that the consented outline planning permissions for three sites will also increase the volume of traffic in this location.	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	N/A

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			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.	
790	Traffic, access and modelling	Notes that the existing A358 serves as both a national and local route between the A303 and Taunton and the motorway. Highlights that along that section of the road, there are approx. 30 points of access and egress, (excluding those to individual properties). Concern that the proposal being put forward by NH reduces those access points to just two locations, at Mattock's Tree Green and Ashill.	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
791	Traffic, access and modelling	Objects to proposals to remove 18 local junctions and replace 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.	N/A
792	Traffic, access and modelling	Objects to proposals to keep the Hastings and Thickthorn access points to the A358 open as considers the narrow country lane unsuitable for any increase in traffic. Understands this proposal to have been implemented due to farm access needs however objects as it will have a large impact on the environment and local residents. Requests that a different access arrangement is concerned.	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
793	Traffic, access and modelling	Concerned by the lack of access onto the A358 and considers replacing 18 junctions with 1 is unacceptable. Notes to resolve issues with traffic the number of links accessing the A358 should be increased.	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
794	Traffic, access and modelling	Objects to the scheme proposals. Objects to proposals to remove 18 access junctions between Hatch Beauchamp and Southfields roundabout and to replace with two larger junctions at Ashill and Mattock's Tree Green.	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	N/A

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			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.	
795	Traffic, access and modelling	Suggests junctions are increased to disperse traffic across multiple routes and reduce likelihood of communities becoming isolated.	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
796	Traffic, access and modelling	Disappointed the scheme diverts traffic to unclassified and class C lanes instead requests the scheme provides safe taper merge/diverge slip access to the A358 for local traffic.	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
797	Traffic, access and modelling	Concerned by proposals to close 18 junctions and leave only 1 open.	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
798	Traffic, access and modelling	Requests alternative Northbound A358 access for the south side villages without having to go through Hatch Beauchamp.	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
799	Traffic, access and modelling	Concerned by the lack of access onto the A358 and considers replacing 18 junctions with 1 is unacceptable. Notes to resolve issues with traffic the number of links accessing the A358 should be increased.	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	No

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			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.	
800	Traffic, access and modelling	Objects to the scheme proposals. Objects to proposals to remove 18 access junctions between Hatch Beauchamp and Southfields roundabout and to replace with two larger junctions at Ashill and Mattock's Tree Green.	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
801	Traffic, access and modelling	Suggests junctions are increased to disperse traffic across multiple routes and reduce likelihood of communities becoming isolated.	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
802	Traffic, access and modelling	Disappointed the scheme diverts traffic to unclassified and class C lanes instead requests the scheme provides safe taper merge/diverge slip access to the A358 for local traffic.	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
803	Traffic, access and modelling	Concerned by proposals to close 18 junctions and leave only 1 open.	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
804	Traffic, access and modelling	Requests alternative Northbound A358 access for the south side villages without having to go through Hatch Beauchamp.	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	No

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			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.	
805	Traffic, access and modelling	Comments that traffic volumes from the south off of Bickenhall Lane is very busy and traffic will be funnelled through Slough Green to Mattock's Green as a result. Suggests that Bickenhall Lane should feed on and off the A358 to prevent a rat-run elsewhere.	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
806	Traffic, access and modelling	Suggests that there needs to be access to the A358 between Mattock's Hill and Ashill, otherwise there will be so much traffic going through the local villages which would be dangerous for local road users in cars, on foot, on bicycles and horses. Highlights that many homes have no off road parking and the roads are in effect single lane in places. Concern that as most sections of the local lanes have no pavement, there may be safety issues for pedestrians walking these routes with increased traffic.	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
807	Traffic, access and modelling	Highlights that as a rural community, access is needed to cross the A358 for WCH without sharing with road traffic	Four scheme crossings would be either traffic-free or lightly trafficked so users would no longer be trying to cross the scheme at grade, making the public rights of way network safer and more inclusive. Facilities for walkers, cyclists and horse-riders at the road overbridges are considered individually. Stoke Road and Village Road overbridges would retain the existing cross-section that they tie into, i.e. a carriageway with a grass verge on both sides. Pedestrians would walk in the carriageway as they do at present, and the grass verge would provide a temporary refuge if needed. Mattock's Tree Green junction would have dedicated tracks on both sides suitable for use by walkers, cyclists and horse-riders. Ashill junction would include footways on both sides of the carriageway.	No
808	Traffic, access and modelling	Consider NH have not properly considered the local road netwok as Griffin Lane is not useable and Bickenhall Lane is a single track	Griffin Lane is being retained as a local access route and is forecast to have broadly the same level of traffic with the scheme as currently. No major changes are proposed, and it is not expected to be a major access route once the scheme is constructed. National Highways has made some changes to our proposals for the new bridge at Bickenhall Lane. The bridge would be narrower and moved approximately 165m south. This places it further away from Bickenhall Wood ancient woodland, reducing impacts on vegetation and bat species. Additionally, feedback from the 2021 public consultation identified concerns with the suitability of Bickenhall Lane for public vehicular traffic. In response, we are now proposing to limit access to this bridge to walkers, cyclists and horse-riders, including disabled users, which can also be used by local landowners for farm access. As a result of this change, there would be no public motorised traffic using the bridge and the route via Hatch Beauchamp to access the Mattock's Tree Green junction. To access the junction, traffic would use the route via Cold Road and Higher West Hatch Lane. This means that there will be no through traffic using Bickenhall Lane with the proposed A358 scheme in place. No slip road accesses to the A358 on Bickenhall Lane are included in the proposed A358 design.	N/A
809	Traffic, access and modelling	Highlights that the country needs major trunk roads to run freely, as the cost of standing traffic is significant with pollution and loss of production. Suggests that for the various junctions along 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	N/A

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		single lane underpasses with a 14 foot clearance would be sufficient to support the amount of traffic use at these junctions.	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.	
810	Traffic, access and modelling	Supports Ashill Parish Council concerns that National Highways have not understood the local areas, and the travel movements around all the villages that actually take place using the current A358 junctions. Considers that this has been clearly shown throughout their planning process from the lack of important information showing how residents would be expected to change ways of living, by closing all our local junctions to accommodate the A358 Dualling scheme.	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
811	Traffic, access and modelling	Supports all proposals made by Parish Councils, except for the on-slip at Cad Road.	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
812	Traffic, access and modelling	Concern that there is a lack of access from Meare Green Lane to West Hatch. Concern this will negatively impact on the farm located on both sides of the A358 in West Hatch. Concern that the scheme will cause agricultural vehicles to navigate Griffin Lane which is unsuitable for agricultural vehicles	National Highways acknowledges that the proposed A358 scheme may have an impact in the distance travelled by vehicles between Meare Green Lane and West Hatch. The recommended route for vehicles wishing is to use the Mattock's Tree Green junction overbridge and use the new proposed link road between the Mattock's Tree Green junction and West Hatch Lane. Griffin Lane is being retained as a local access route and is forecast to have broadly the same level of traffic with the scheme as currently. No major changes are proposed and it is not expected to be a major access route once the scheme is constructed.	N/A
813	Traffic, access and modelling	Objects to the scheme due to long term traffic influence. Notes that evidence shows road building leads to more traffic and congestion, and this is a destructive and harmful process. Suggests the scheme has no benefits.	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 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
814	Traffic, access and modelling	Considers there needs to be improvements to bottlenecks at both the access to Jct.25 of the M5 and at the Southfields roundabout, however requests there is full and direct access to join the M5 southwards without any need for involvement with local traffic heading to Taunton. Traffic heading north should be taken southwards towards a junction with overpass to cross the M5 before access to it northwards, again separating it from the present Jct.25. For traffic off the M5 from the north heading towards the new route of the A358 eastwards avoiding Henlade there should be convenient access at the Nexus junction.	National Highways acknowledges the range of views expressed, including those received in support of the scheme, in particular improvements to M5 junction 25 and Southfields roundabout. The scheme is based on the route progressed following the Preferred Route Announcement made in June 2019 following public consultations in 2017 and 2018. The alternative 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
815	Traffic, access and modelling	Considers the by-pass for Henlade necessary to improve traffic.	National Highways acknowledges the range of views expressed, including those received in support of the scheme.	N/A

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816	Traffic, access and modelling	Highlights that there is a traffic problem in Henlade and notes that this is being addressed through proposals.	National Highways acknowledges the range of views expressed, including those received in support of the scheme.	N/A
817	Traffic, access and modelling	Acknowledges that the scheme will reduce journey times between the A303 and the M25	National Highways acknowledges the range of views expressed, including those received in support of the scheme.	N/A
818	Traffic, access and modelling	Supports the scheme as considers it will improve access from Ilminster to the M5 and access to all routes	National Highways acknowledges the range of views expressed, including those received in support of the scheme.	N/A
819	Traffic, access and modelling	Notes that the proposed scheme would result in there being no direct access to the new route for settlements on either side of the A358 between Mattock's Tree Green and Ashill. Supports NH agreement to retain the length of the existing A.358 which provides access to the village road north serving Hatch Beauchamp, connecting to the new route via the junction at Mattock's Tree Green, following representations by the A.358 Parish Councils' Informal Group (PCIG).	National Highways acknowledges the range of views expressed, including those received in support of the scheme.	N/A
820	Traffic, access and modelling	Supports the scheme as it will help with the commute to Taunton.	National Highways acknowledges the range of views expressed, including those received in support of the scheme.	N/A
821	Traffic, access and modelling	Suggests a bypass for Henlade will vastly improve traffic flow and is the only clear benefit of the whole scheme.	National Highways acknowledges the range of views expressed, including those received in support of the scheme.	N/A
822	Traffic, access and modelling	Supports proposals for Henlade bypass as considers it essential.	National Highways acknowledges the range of views expressed, including those received in support of the scheme.	N/A
823	Traffic, access and modelling	Supports the implementation of a bypass at Henlade to address traffic problems.	National Highways acknowledges the range of views expressed, including those received in support of the scheme.	N/A
824	Traffic, access and modelling	Supports the creation of the Henlade bypass however states the new road needs to be planned in the context of its long term impacts including the potential for future developments within Henlade	National Highways acknowledges the range of views expressed, including those received in support of the scheme. 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 work undertaken all adheres to TAG (Transport Appraisal Guidance) standard as published by the DfT on the gov.uk website. The models include models that represent traffic conditions forecast in 2031, the opening year, and 2046, the design year. The forecasts are based on the creation of new developments and local plans, as well as general background traffic growth. The methodology and results of the traffic modelling, including any development assumptions and details of any specific developments included within the model, is reported in the Combined Modelling and Appraisal Report (Document Reference 7.4).	No
825	Traffic, access and modelling	Highlights that without improvement to the Ilminister bypass any increase in traffic flow from Taunton to Southfield will only increase congestion and frustration. States that the bypass is a greater problem than 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. 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).	N/A
826	Traffic, access and modelling	Consider the scheme would result in the severance of PRoW	National Highways endeavours to preserve existing public rights of way as much as possible. Unfortunately, some diversions and stopping up would be inevitable. 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	N/A

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			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.	
827	Traffic, access and modelling	Queries which stakeholder has been commissioning private traffic surveys on Suggs Lane.	National Highways has not commissioned any traffic surveys along Suggs Lane as part of this scheme. National Highways is not responsible for any traffic surveys commissioned by other parties.	N/A
828	Traffic, access and modelling	Estimates the average speed exluding the congestion areas (in the middle sections of the scheme) are in excess of 40-50mph. Suggests that enabling vehicles to travel faster will only increase accidents and will worsen carbon emissions until Southfields roundabout tailback is resolved.	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).	N/A
829	Traffic, access and modelling	Notes that the improvements proposed in respect of J25 include carriageway widening (which is already completed), a segregated left turn lane from the A.358 eastbound to the M.5 northbound on-slip, an additional lane to the southbound off-slip, a capacity upgrade to the Nexus 25 roundabout and its link road to J25, together with changes to the traffic light settings. Comments that in the first consultation round, the Pink option, which offered the best benefit-cost ratio, was predicted to generate a volume of traffic travelling between the M5 and the A358 sufficient to justify a separate motorway junction. Concern raised that with no separate junction now to be constructed, that traffic must pass through the southbound on-slip or northbound off-slip to J.25. Concern that it is not credible that the current scheme does not anticipate the necessity to provide an additional lane to either. Concern raised that through its reasoning for such non-provision, NH has advised that the current scheme will attract less traffic than the Pink option, because in the case of the Pink option, traffic travelling between the A358 and M5 towards/from Exeter had a greater journey time saving. Highlights that therefore this scheme would result in less traffic using the route than might otherwise have been the case, and	The scheme is based on the route progressed following the Preferred Route Announcement made in June 2019 following public consultations in 2017 and 2018. The alternative 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 has undertaken operational modelling of all junctions along the A358 corridor. These confirm that all junctions along the A358 will operate within their practical capacity during typical weekday peaks with the proposed upgrades as part of the scheme. This testing has led to the decision to replace the Nexus 25 roundabout with a signalised junction. Operational modelling has been undertaken using both typical weekday peak period flows to confirm capacity exists to accommodate these flows, and estimates of summer peak period flow to check whether the junctions operate safely. There is enough capacity at the M5 junction 25 with the proposed upgrades and the proposed Nexus 25 signalised junction to provide sufficient green time to the conflicting demands between the approach arms without excessive queue build up. The Nexus 25 signalised junction has been modelled with the M5 junction 25 junction to assess the interaction between the two junctions, and check that queuing between them is not a problem during peak periods. The methodology and results of the traffic modelling is reported in the Combined Modelling and Appraisal Report (Document Reference 7.4).	N/A

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		conversely, encourage more traffic to continue to use the unsuitable single carriageway A.303 across the Blackdown Hills which is unsupported.		
830	Traffic, access and modelling	Concern the speed of the traffic on the improved A358 will create congestion quicker and either end of the scheme	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).	N/A
831	Traffic, access and modelling	Notes that at J25 and Nexus Roundabout, cars and lorries come down from the proposed new bypass and would be going from two lanes into one lane with the traffic going from the roundabout across the various points of entry. Acknowledges It would be good for Henlade to be relieved of the traffic it has, however skeptical that the scheme would stop the traffic queuing onto the motorway.	National Highways has undertaken operational modelling of all junctions along the A358 corridor. These confirm that all junctions along the A358 will operate within their practical capacity during typical weekday peaks with the proposed upgrades as part of the scheme. This testing has led to the decision to replace the Nexus 25 roundabout with a signalised junction. Operational modelling has been undertaken using both typical weekday peak period flows to confirm capacity exists to accommodate these flows, and estimates of summer peak period flow to check whether the junctions operate safely. There is enough capacity at the M5 junction 25 with the proposed upgrades and the proposed Nexus 25 signalised junction to provide sufficient green time to the conflicting demands between the approach arms without excessive queue build up. The Nexus 25 signalised junction has been modelled with the M5 junction 25 junction to assess the interaction between the two junctions, and check that queuing between them is not a problem during peak periods. The methodology and results of the traffic modelling is reported in the Combined Modelling and Appraisal Report (Document Reference 7.4). The scheme as presented at the 2021 statutory consultation included enlarging the existing Nexus 25 roundabout due to the new A358 connection and to provide adequate capacity for the predicted traffic flows. Following further traffic modelling and design development, a signalised junction to replace the Nexus 25 roundabout is now proposed, as presented at the 2022 supplementary consultation. This change was made to facilitate the inclusion of a safe crossing point for walkers and cyclists across the A358, and to improve the flow of traffic between this junction and M5 junction 25. Operational modelling has been undertaken to understand what the most appropriate form of junction is to accommodate the traffic flows with the scheme while also meeting the objectives of providing a safe crossing point for walkers and cyclists. A signalised junction allows both safe crossings while also operating within capacity in the design year of 2046. The walking and cycling tracks that connect M5 junction 25, the Nexus 25 junction and the Taunton Gateway Park and Ride site would all be retained.	N/A
832	Traffic, access and modelling	Concerned the roundabouts near the M5 are too close in proximity and concerned the junction will create bottle necks, add to pollution and negatively impact local residents. Notes preference for previous route proposal to lead M5 bound traffic to a slip road further down the motorway.	National Highways has undertaken operational modelling of all junctions along the A358 corridor. These confirm that all junctions along the A358 will operate within their practical capacity during typical weekday peaks with the proposed upgrades as part of the scheme. This testing has led to the decision to replace the Nexus 25 roundabout with a signalised junction. Operational modelling has been undertaken using both typical weekday peak period flows to confirm capacity exists to accommodate these flows, and estimates of summer peak period flow to check whether the junctions operate safely. There is enough capacity at the M5 junction 25 with the proposed upgrades and the proposed Nexus 25 signalised junction to provide sufficient green time to the conflicting demands between the approach	N/A

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			arms without excessive queue build up. The Nexus 25 signalised junction has been modelled with the M5 junction 25 junction to assess the interaction between the two junctions, and check that queuing between them is not a problem during peak periods. The methodology and results of the traffic modelling is reported in the Combined Modelling and Appraisal Report (Document Reference 7.4).	
833	Traffic, access and modelling	Concern raised about the increased traffic on the A378 as a result of drivers taking alternative routes between Podimore on the A303 and other destinations or because of enforced diversions. Highlights that the voluntary or enforced diversion of traffic through Langport and Curry Rivel will result in chaos at peak and off peak times. This is considered to be due to the A378 being formerly a B road and still being the same width as a B road; and in the villages the A378 passes through, roadside parking of domestic vehicles often reduces the 25 foot wide carriage way to a single lane. This is particularly relevant in the entire length of the road through Curry Rivel. Comment that Bow Street is habitually blocked by delivery vehicles which inhibit two way traffic flow and this situation culminates in the very narrow corner at the top of Bow Street where it joins North Street. Highlights that Langport has additional considerable traffic flows of HGVs and other traffic incoming and out going to Bridgwater which even now exacerbates the traffic densities on the A378 through the town. Therefore any consideration of the A378 as an alternative route for A358 traffic flow should be immediately discounted.	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
834	Traffic, access and modelling	Asks to consider the impact of the scheme on the wider road network, asks if this will increase traffic through Chard	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
835	Traffic, access and modelling	Concern raised that the impact on Ashill village for traffic would be significant. Highlights that there would be issues for local parking as since the bypass a number of properties have been built along this route, and many do not have allocated parking spaces. Concern raised that several new planning applications for a large number of dwellings along this route have also received approval and that this will result in even more parking on the road and increased traffic. Concern that to close 18 junctions between Mattock's Tree Hill and Southfields roundabout and put much of surrounding area traffic through Ashill would result in numerous accidents and mean that residents will no longer be able to walk or cycle safely from the village to Stewley or Thickthorn Lane. Highlights that Ashill do not have a bus service neither shop, post office or GP surgery and in order to access all of these residents have to walk, cycle or drive either to Horton /	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	No

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		Broadway for GP surgery and post office or drive to Ilminster or Taunton.	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.	
836	Traffic, access and modelling	Considers the scheme has not accounted for an increase in the number of people working from home which would change traffic data	National Highways has undertaken traffic modelling on the most recent proposed scheme design, which includes the local roads surrounding the proposed A358 scheme. Surveys have been carried out by the project team on the local road network in 2022 to understand if there is any material change in flows compared to data used prior to 2020. In addition, National Highways monitor flows on the strategic road network. The Department for Transport (DfT) Transport Analysis Guidance (TAG) contains information on how to account for changes in travel demand due to the Covid-19 period. The forecast models for the scheme have been adjusted to account for the change in flows seen on the network. The modelling work undertaken all adheres to TAG standard as published by the DfT on the gov.uk website. The methodology and results of the traffic modelling, including comments on the effects of Covid-19, is reported in the Combined Modelling and Appraisal Report (Document Reference 7.4).	N/A
837	Traffic, access and modelling	Considers the modelling to be based on historical data and traffic patterns and therefore flawed. Notes that more people are now working from home and changing travel patterns and this should be encouraged.	National Highways has undertaken traffic modelling on the most recent proposed scheme design, which includes the local roads surrounding the proposed A358 scheme. Surveys have been carried out by the project team on the local road network in 2022 to understand if there is any material change in flows compared to data used prior to 2020. In addition, National Highways monitor flows on the strategic road network. The Department for Transport (DfT) Transport Analysis Guidance (TAG) contains information on how to account for changes in travel demand due to the Covid-19 period. The forecast models for the scheme have been adjusted to account for the change in flows seen on the network. The modelling work undertaken all adheres to TAG standard as published by the DfT on the gov.uk website. The methodology and results of the traffic modelling, including comments on the effects of Covid-19, is reported in the Combined Modelling and Appraisal Report (Document Reference 7.4).	N/A
838	Traffic, access and modelling	Considers Covid-19 changed the Future of Work with recent studies indicating office workers in services/knowledge-based industries are likely to work from home 2-3 days a week, long term. States National Highways modelling has not taken this into account.	National Highways has undertaken traffic modelling on the most recent proposed scheme design, which includes the local roads surrounding the proposed A358 scheme. Surveys have been carried out by the project team on the local road network in 2022 to understand if there is any material change in flows compared to data used prior to 2020. In addition, National Highways monitor flows on the strategic road network. The Department for Transport (DfT) Transport Analysis Guidance (TAG) contains information on how to account for changes in travel demand due to the Covid-19 period. The forecast models for the scheme have been adjusted to account for the change in flows seen on the network. The modelling work undertaken all adheres to TAG standard as published by the DfT on the gov.uk website. The methodology and results of the traffic modelling, including comments on the effects of Covid-19, is reported in the Combined Modelling and Appraisal Report (Document Reference 7.4).	N/A
839	Traffic, access and modelling	Concern that the RIS is flawed and suggests the proposal will increase overloading and congestion on the M5.	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 of the new proposed A358 scheme design suggests that the change in traffic flow on the M5 would be an increase of 2-3% with the proposed A358 scheme in place. This is a very small increase in traffic due to the scheme and is unlikely to have any significant impact on the operation of the M5. The methodology and results of the traffic modelling is reported in the Combined Modelling and Appraisal Report (Document Reference 7.4). The proposed scheme also includes improvements to M5 junction 25 which will accommodate the extra traffic forecast to use the junction as a result of the scheme.	N/A

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840	Traffic, access and modelling	Concern raised that the proposal would result in pushing more traffic from the A303 on to the already congested M5, especially during the summer holiday periods and Fridays to Sundays.	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 of the new proposed A358 scheme design suggests that the change in traffic flow on the M5 would be an increase of 2-3% with the proposed A358 scheme in place. This is a very small increase in traffic due to the scheme and is unlikely to have any significant impact on the operation of the M5. The methodology and results of the traffic modelling is reported in the Combined Modelling and Appraisal Report (Document Reference 7.4). The proposed scheme also includes improvements to M5 junction 25 which will accommodate the extra traffic forecast to use the junction as a result of the scheme. National Highways notes that the proposed A358 scheme includes a number of improvements to M5 junction 25 which aid its operation and reduce congestion and delays.	N/A
841	Traffic, access and modelling	Suggests closing Windmill Hill Lane just West of Axhill House to traffic excluding quadbikes, cyclists and horse-riders to cut off the ratrun	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
842	Traffic, access and modelling	Considers the traffic surveys to be based on pre-Covid numbers and considers the buildings cost assumptions to be outdated, therefore the benefits outlined are not persuasive.	National Highways has undertaken traffic modelling on the most recent proposed scheme design, which includes the local roads surrounding the proposed A358 scheme. Surveys have been carried out by the project team on the local road network in 2022 to understand if there is any material change in flows compared to data used prior to 2020. In addition, National Highways monitor flows on the strategic road network. The Department for Transport (DfT) Transport Analysis Guidance (TAG) contains information on how to account for changes in travel demand due to the Covid-19 period. The forecast models for the scheme have been adjusted to account for the change in flows seen on the network. The modelling work undertaken all adheres to TAG standard as published by the DfT on the gov.uk website. The methodology and results of the traffic modelling, including comments on the effects of Covid-19, is reported in the Combined Modelling and Appraisal Report (Document Reference 7.4).	N/A
843	Traffic, access and modelling	Concerned there is a lack of analysis on junctions and link roads and their wider impact on the overall road network. Concerned there is not enough information on proposals impacts on safety to enable public to respond sensibly. Concerned proposals either cut of communities or funnel excess traffic down narrow lanes. Considers the consultation is therefore too soon to give the public time to respond in an informed way.	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

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			We informed parishes and local communities of the general timing of consultation activities during Community Forum events and parish council and members briefing sessions. Details are provided in Chapters 2 and 6 of the Consultation Report (Document Reference 5.1). National Highways advertised the consultation period widely in the local press in addition to engagement with stakeholders, as set out in the Statement of Community Consultation (Document Reference 5.1, Appendix 4.4). Publicity began two weeks in advance of consultation and included a combination of more than 5,000 postcards sent out in the local area, emails and letters to stakeholders and community organisations, including hard to reach groups, statutory notifications, press coverage in local, regional and one national newspaper, social media activity, a dedicated website, a virtual exhibition space, webinars, in-person events, hard copy materials available at 11 venues in the area and available to order, a freephone telephone number, as well as advice 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. There were more 600 attendees at the events, more than 2,600 web visits and more than 900 consultation responses received, demonstrating that the consultation was sufficiently promoted with adequate time for people to prepare for consultation.	
844	Traffic, access and modelling	Concerned no credible assessment has been conducted on local traffic flows.	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
845	Traffic, access and modelling	Highlights that the existing A358 forms a crucial part of the local highway network. Comment that the proposed NH scheme, as currently would restrict a substantial volume of local traffic from direct access to it. Suggests that if the scheme is to proceed in accordance with the planned programme, NH must demonstrate its modelling of the effects the restrictions will have on direct access, with highway safety being the critical factor. Comments that it would be disappointing if the scheme timetable was delayed because of a failure to substantiate the proposals at Planning Inquiry. Queries the traffic modelling data that shows that of the predicted 21,000 vehicles which take the A.358 westbound at scheme opening, only 5,800, i.e. 27%, will take the M.5 southbound. 15 years later, the figure is 33%. Queries where the remaining 73% or 67% is heading, which is not according to the data along the A.358 westbound, or the M5 northbound. Questions the contention that the number of vehicles which will travel along the newly built dual carriageway would be will be little more than the number of vehicles which will continue to pass along Haydon Lane after scheme opening, or through the centre of Henlade, after the village has been bypassed by the new route. Suggests that the latest data for J25 should be re-examined.	National Highways has undertaken traffic modelling on the most recent proposed scheme design, which includes the local roads surrounding the proposed A358 scheme. This includes analysis on the effects of the proposed A358 scheme on local traffic flows and journey times. National Highways has also assessed the effect of the proposed scheme on safety and monetised these benefits to include in the economic case. The modelling and economics work undertaken all adheres to TAG (Transport Appraisal Guidance) standard as published by the DfT on the gov.uk website. National Highways has undertaken operational modelling of all junctions along the A358 corridor, including the upgraded M5 junction 25 and Nexus 25 junction. 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 figures quoted by the respondent would have been from the model based on the design proposed at the 2021 statutory consultation. It should be noted that the traffic model was updated to reflect the design proposed at the 2022 supplementary consultation, therefore the quoted figures are now superseded. The flows from the latest traffic model have been used to inform the design of the proposed A358 and ensure that the junctions adhere to the correct standards for the forecast flow. The methodology and results of the traffic modelling and economic appraisal is reported in the Combined Modelling and Appraisal Report (Document Reference 7.4).	No

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		Considers that the evidence demonstrates that the M.5 southbound on-slip and northbound off-slip will need to accommodate a significantly higher volume of traffic than the current version of the modelling data suggests. Comment that this poses the question of whether additional lanes should be constructed on the southbound on-slip and northbound off-slip to ease traffic flow. Concern that the latest version of traffic modelling data has under-estimated the growth in traffic volumes, insofar as it relates to A.358 westbound traffic expected to use the M.5 southbound on-slip and M.5 northbound traffic expected to use the M.5 northbound off-slip at J.25 following scheme opening. Suggests that before proceeding with the application for a DCO, NH should re- examine the data, and within its construction plans, make provision for additional lanes to accommodate the larger number of vehicles which other evidence demonstrates is likely to use the route.		
846	Traffic, access and modelling	Concern that the proposals will increase and worsen traffic through Ashill and between Thornfalcon and Southfields roundabout as well as worsen traffic in Somerset	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
847	Traffic, access and modelling	Considers there will be no meaningful improvement in journey times as a result on the road.	National Highways has undertaken traffic modelling on the proposed scheme. The models suggest that traffic traveling the length of the proposed A358 scheme are forecast a journey time benefit upwards of 5 minutes with the scheme in place. The methodology and results of the traffic modelling is reported in the Combined Modelling and Appraisal Report (Document Reference 7.4).	N/A
848	Traffic, access and modelling	Considers Higher West Hatch Lane and Griffin Lane are unsuitable for heavier 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.	N/A

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			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. Griffin Lane is being retained as a local access route and is forecast to have broadly the same level of traffic with the scheme as currently. No major changes are proposed and it is not expected to be a major access route once the scheme is constructed.	
849	Traffic, access and modelling	Considers scheme will cause conflict between farm traffic and between other 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
850	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.	N/A
851	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	N/A

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			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).	
852	Traffic, access and modelling	Objects to the designs for Southfields roundabout and suggest that the proposals are reconsidered. Highlights that for local traffic joining the roundabout on the existing A358 from Chard there is very frequently a queue of traffic often backing up to the Monk's Yard corner and beyond. Concern expressed that it is anticipated that more traffic would feed into the new A358 from the A303 in both directions, and this would seriously exasperate the existing problem. Notes that there does not appear to be a solution to this traffic problem in the current proposal. Highlights that a journey on the new A358 from Southfields to Taunton may only take 10 minutes but a short local journey crossing Southfields to/from Ilminster may take twice as long.	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).	N/A
853	Traffic, access and modelling	States that the Southfields Roundabout at present it is often congested and dangerous.	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).	N/A
854	Traffic, access and modelling	Supports the need to improve Southfields roundabout and provide a route-way that removes requirements for local traffic to mix with traffic turning to/from London as considers this the cause of the A358 bottleneck. Suggests this issue should be considered and priorities in the agenda.	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).	N/A
855	Traffic, access and modelling	Concern the scheme will create significant and irredeemable disruption to local people and severance of local communities	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	N/A

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			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).	
856	Traffic, access and modelling	Suggests the single lane section of the A358 requires an upgrade of access via bridges or other methods to improve east/west connections for communities and agriculture.	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
857	Traffic, access and modelling	Concern that connectivity between the local villages and Taunton and Ilminster would be reduced, and that journeys would become longer through the proposed scheme.	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
858	Traffic, access and modelling	Considers many of the villages along the route will become isolated and their access to the A358 and the M5 restricted, which will decrease the quality of life for residents	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

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			The methodology and results of the traffic modelling is reported in the Combined Modelling and Appraisal Report (Document Reference 7.4).	
859	Traffic, access and modelling	Objects strongly to the closure of 18 junctions/access points from villages on either side of the route of the proposed dual carriageway along a 5 mile stretch between the western Hatch Beauchamp and Cad Road junctions. Concern raised that by providing only two junctions, at Ashill and Mattock's Tree, all local traffic would be forced to travel along extremely unsuitable narrow roads and neighbouring village centres to access both the new road and other communities. Highlights that many of these roads are not sufficiently wide for two vehicles to pass, tractors in particular use well over half the width of the carriageways and none of these roads are gritted in winter.	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
860	Traffic, access and modelling	Considers the scheme will cause disruption to local people & severance of local communities.	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
861	Traffic, access and modelling	Objects to section 3 being a dual carriageway as notes none of the traffic delays occur in this section. Concerned the building of a dual carriageway will reduce connectivity for communities to the A358 and east-west across the route.	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
862	Traffic, access and modelling	Considers proposals for the section 3 east-west connections inadequate due to limiting crossing routes to two bridges at Bickenhall Lane and Village Road south. Suggests further crossings are required to avoid excessive traffic concentrating onto these two lanes e.g. at Stewley Cross and West Hatch Lane area.	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	N/A

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			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).	
863	Traffic, access and modelling	Consider the scheme would result in the severance of local communities	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
864	Traffic, access and modelling	Concern that the scheme will increase journey times for walkers, cyclists, drivers and local residents	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
865	Traffic, access and modelling	Notes an independent consultant has carried out modelling which demonstrates that there will be increased journey times and lengths, especially for Hatch Beauchamp residents.	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
866	Traffic, access and modelling	Considers villagers will have to travel a longer and on a more difficult route to access to the A358.	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	N/A

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			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).	
867	Traffic, access and modelling	Concerned journey distances will increase for local commuters.	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
868	Traffic, access and modelling	Considers the scheme will increase journey times due to increase volume of traffic	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
869	Traffic, access and modelling	Notes the proposals will also increase journey times for commuters.	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

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			The methodology and results of the traffic modelling is reported in the Combined Modelling and Appraisal Report (Document Reference 7.4).	
870	Traffic, access and modelling	Concerned connectivity between local villages and Taunton and Ilminster would be reduced and journey times will become longer. Notes this would increase fuel costs and carbon footprint unnecessarily.	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
871	Traffic, access and modelling	Objects to the scheme as considers it will increase mileage and journey times for Ashill residents	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
872	Traffic, access and modelling	Notes there will be significant increased mileage and journey times for local residents to access the A358.	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
873	Traffic, access and modelling	Concern lack of junctions will increase emergency vehicle response times and put local lives at risk.	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	N/A

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			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).	
874	Traffic, access and modelling	Highlights that Broadway is a big conurbation with a narrow and congested road through the village. Considers that it would be preferable if drivers going North could opt to use the access closest to them therefore cutting down on heavy through traffic at peak times in Broadway. Suggests they could use either the new lane and junction at Rapps/Thickthorn or the slip roads at Stewley or Hatch Beauchamp/Bickenhall lane; and therefore less traffic would use routes actually going through Ashill and Hatch Beauchamp villages with less impact on the safety and life of the residents there.	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
875	Traffic, access and modelling	Concerns that the proposed dual lane Bickenhall Lane Bridge will result in more traffic and create a rat run through Hatch Beauchamp to gain access to the proposed A358 junction. Notes that the lack of off street parking will further increase 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.	N/A
876	Traffic, access and modelling	Considers the scheme will cause problems at Hatch Beauchamp as considers the road network is not equipped to cope with the volume of traffic, particularly Bickenhall Lane as considers it is narrow with no passing points which creates a dangerous environment	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

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877	Traffic, access and modelling	Concern raised over increased road traffic through Hatch Beauchamp, as local roads are not fit to carry such traffic and would become rat runs. Concern raised that the proposed scheme would be detrimental to 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.	No
878	Traffic, access and modelling	Concern that the scheme will result in an increase in traffic in Hatch Beauchamp, local villages and local roads which are not adequate to serve such 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
879	Traffic, access and modelling	Concern that the scheme will damage Hatch Beauchamp village as considers it will become a hub for most of the traffic in the neighborhood between Henlade and Ashill which may be denied direct access to a dualled 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.	No
880	Traffic, access and modelling	Concerned the proposals will create a rat run through Hatch Beauchamp.	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	No

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			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.	
881	Traffic, access and modelling	Concerned traffic will be diverted through Hatch Beauchamp on roads that are unsuitable for increased traffic. Notes Hatch Beauchamp is a small village with no connecting footpaths and the road is single width in many places due to on street parking. Concerned and quality of life will be reduced for residents due to worsening issues with noise, air pollution and 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
882	Traffic, access and modelling	Concern the scheme will result in increased traffic which will be disruptive for residents at Hatch Beauchamp	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
883	Traffic, access and modelling	Concern over a potential increase in road traffic at Hatch Beauchamp.	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

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			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.	
884	Traffic, access and modelling	Concern the traffic modelling suggests significantly more traffic coming through Hatch Beauchamp on unsuitable roads in the local network,	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
885	Traffic, access and modelling	Concern the scheme will increase traffic through Hatch Beauchamp which has 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.	No
886	Traffic, access and modelling	Concern there will be an increase in traffic through Hatch Beauchamp to access the new road on 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.	No
887	Traffic, access and modelling	Notes that traffic from the West Hatch / Staple Fitzpaine / Thurlbear area currently access the A358 at 6 access points. Concern that through the new proposals this existing traffic would be funnelled through Hatch Beauchamp as no other more direct routes would be available. Concern that the village is not suitable for through-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	No

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		Highlights that there is no village road street lighting for additional night time traffic, there are single lane areas, narrow bridges and some areas with no pavement. Concern that there are no traffic calming measures on village roads proposed in plan.	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.	
888	Traffic, access and modelling	Concerned the proposals will increase the volume of traffic driving through the village which will increase the safety risk, especially given the lack of footpaths in the village. Considers the potential increase of traffic in Hatch Beauchamp is outwith the original purpose of the road.	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
889	Traffic, access and modelling	Concerned that proposals will increase traffic flow through the small roads of Hatch Beauchamp. Concerned this would impact residents of the village including those of the nursing home, school children and users of the village hall due to their locations on the road.	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
890	Traffic, access and modelling	Notes Hatch Beauchamp cannot cope with increased volumes of traffic driving down single track lanes and concerned this will impact the whole 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	No

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			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.	
891	Traffic, access and modelling	Concerned proposals will increase traffic and subsequent pollution and spoil life for the residents of Hatch Beauchamp as a result.	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
892	Traffic, access and modelling	Concerned lack of direct access onto A358 increases traffic through Hatch Beauchamp and Ashill, funnelling traffic into local lanes and impacting residents and WCH groups. Suggests the A358 traffic technical note provides limited data on the performance of the scheme and impacts on local road network. Concerned that the traffic models show the scheme underperforming with an average speed of 50mph and 3-minute delays at Taunton and Southfields, this would be considerably worse during peak holiday season.	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
893	Traffic, access and modelling	Concern that the scheme will push traffic into small lanes being used at rat runs to get to the A358 at the few proposed entry and exit points.	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
894	Traffic, access and modelling	Highlights that local roads are already used as rat-runs at peak times	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

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			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.	
895	Traffic, access and modelling	Considers there no justification to increasing traffic flow through small 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
896	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 Hastings 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.	N/A
897	Traffic, access and modelling	Supports the Henlade bypass however concerned it is a justification to cause additional traffic on back routes through 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.	N/A

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			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.	
898	Traffic, access and modelling	Considers the proposals would increase traffic on local minor roads which would worsen access to villages and reduce connectivity to 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
899	Traffic, access and modelling	Concern over potential increased traffic levels in Hatch Beauchamp due to A358 access traffic being redirected.	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
900	Traffic, access and modelling	Notes that currently traffic to Taunton centre cuts up through Horton, Bickenhall, Staple Fitzpaine, Netherclay and Shoreditch to avoid the M5 junction. Requests this poor access and rat-running is improved in 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

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901	Traffic, access and modelling	Concerned that local traffic flows have been disregarded in favour of the traffic from out of area.	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
902	Traffic, access and modelling	Suggests proposals will increase traffic on rural lanes as people find alternative routes to access the dual carriageway, reducing safety on roads. Suggests journey time will increase for local traffic as people use narrow local roads to access the two junctions or avoid the road altogether.	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
903	Traffic, access and modelling	Concerned that National Highways are only interested in issues within the scheme boundary despite the schemes influence on the wider road network. Requests Somerset Highways are more involved in the consultation and their representations made publicly available.	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
904	Traffic, access and modelling	Concerned the proposals for an expressway will increase traffic through Ashill and Hatch Beauchamp, increasing dangers to WCH users and ultimately removing the original bypass. Suggests a normal standard dual carriageway is 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.	N/A

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			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.	
905	Traffic, access and modelling	Concerned the proposals for an expressway will increase traffic through Ashill and Hatch Beauchamp. Notes this increase in traffic goes against the original purpose of the bypass.	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
906	Traffic, access and modelling	Concerned the proposals will force more traffic onto local roads and lanes as drivers seek to avoid the narrow routes created by the scheme.	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
907	Traffic, access and modelling	Considers the rural roads are not well maintained, are slippery from mud during the winter and have large agricultural vehicles. States that with the increase in traffic, this will create gridlock without the addition of passing places.	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

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908	Traffic, access and modelling	Concern the scheme will disrupt local people by preventing access to the new road.	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
909	Traffic, access and modelling	Highlights that the proposed Hatch Beauchamp flyover would cause significant increases in traffic movement through Ashill and would cause difficulties for other villages in the surrounding area.	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
910	Traffic, access and modelling	Concern the new routes will funnel vehicular traffic along village routes and considers there are many points on the local road where two way traffic is restricted, forward visibility is restricted and there are limited passing locations.	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
911	Traffic, access and modelling	States that Windmill Hill Lane is a rat-run, particularly for delivery vans, and alongside increased traffic volumes, this has caused the banks of the road to erode.	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	N/A

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			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.	
912	Traffic, access and modelling	Concerned the scheme will eliminate the benefits of the original bypass, deny locals access to the A358 and increase the volume of traffic through 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
913	Traffic, access and modelling	Concern that the proposed scheme would create 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
914	Traffic, access and modelling	Concern National Highways traffic modelling suggests significantly more traffic coming through Hatch Beauchamp and Ashill as considers the roads are unsuitable for this increase.	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	N/A

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			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.	
915	Traffic, access and modelling	Concerned Neroche and Hatch Beauchamp will endure as dangerous rat-runs as are the mid-crossing points between Mattock's Tree Green and Ashill. Requests funding is provided to improve the affected local routes.	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
916	Traffic, access and modelling	Concerned the size of the roads that will be used to cross into Hatch Beauchamp has not been given enough consideration. Requests that traffic calming measures in Curland and Staple Fitzpaine are supported as these are needed to cope with the extra traffic as a result of construction.	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
917	Traffic, access and modelling	Concerned that cutting off existing access points to the A358 will create a rat-run on rural lanes that serve as important corridors for local traffic, farm vehicles and WCH users. Considers these lanes not fit for purpose due to being single lane and without pavement and considers this traffic increase will cause accidents on the local roads. Considers the RIS does not take proper account of the needs of local communities.	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
918	Traffic, access and modelling	Disagrees with the scheme 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	N/A

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			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.	
919	Traffic, access and modelling	Notes West Hatch will expect an increase in traffic flow as the current users in the Neroche area will use the village roads to get to Mattock's Tree Green Junction. Concerned these roads are well used by WCH groups and due to their narrow nature cannot sustain any increase in traffic. Highlights that Somerset County Council struggles to maintain local 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
920	Traffic, access and modelling	Concerned the volume of traffic will increase through villages and on roads that are not appropriate to take such 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.	N/A
921	Traffic, access and modelling	Considers little attention has been paid to local traffic movements and potential changes arising and that there is no reference to considering the consequences of local-road route change. Considers an example of this to be the diversion of traffic through the social hubs or main thoroughfares of active village communities.	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	N/A

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			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.	
922	Traffic, access and modelling	Concern raised that that there will be severe rat running as a consequence of the scheme and this result in traffic jams in local communities.	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
923	Traffic, access and modelling	Concerned a reduction in access to the A358 will result in local residents having to travel along unsuitable narrow roads to reach the A358. Notes these roads are not suitable for traffic and accidents will increase as a result.	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
924	Traffic, access and modelling	Concerned local roads will see an increase in traffic volume and speed. Concerned this will be a danger to local residents and WCH groups. Concerned traffic will further increase due to increased housing in the area. Concerned SCC will be unable to maintain local 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
925	Traffic, access and modelling	Concerned the narrow connecting lanes between villages will become rat runs for villagers trying to connect to the new road.	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

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			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.	
926	Traffic, access and modelling	Concerned increases in traffic along Thickthorn Lane in Ashill would be unsustainable due to it being narrow. Notes additional traffic would also come from the Inn on Wood Road which hosts frequent events and the business park on Wood rd. Highlights these are both recent businesses so may have been missed in traffic surveys. Notes there are two farms on Thickthorn Lane and animals regularly cross the road in additional to horseriders.	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
927	Traffic, access and modelling	Concern the scheme will use local roads which are not suited to increased traffic flows	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
928	Traffic, access and modelling	Concern that Griffin Lane is totally unsuitable.	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.	No

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			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. Griffin Lane is being retained as a local access route and is forecast to have broadly the same level of traffic with the scheme as currently. No major changes are proposed and it is not expected to be a major access route once the scheme is constructed.	
929	Traffic, access and modelling	Concern by the lack of knowledge of local routes displayed by the planners through consultation. Queries the use of Griffin Lane an alternative 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. Griffin Lane is being retained as a local access route and is forecast to have broadly the same level of traffic with the scheme as currently. No major changes are proposed and it is not expected to be a major access route once the scheme is constructed.	No
930	Traffic, access and modelling	Considers the proposals for section 3 inadequate as will result in 15 existing connections to the A358 being stopped up and replaced by 2 substantial junctions. Concerned road users will be diverted along unsuitable lanes and substandard junctions, conflicting with pedestrians and cyclists. Concerned this will pose a significant risk to 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. 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
931	Traffic, access and modelling	Respondent supports the Ashill Parish Council Response which supports the siting of the planned flyover from Stewley to the old A358 even though it will increase the volume of traffic through the village.	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	No

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		Highlights that traffic travelling to Taunton / M5 Motorway from the same area will now have to travel along part of the old A358 to the Hatch Beauchamp flyover, then through Hatch Beauchamp to the new junction at Thornfalcon. Highlights that this does not affect Ashill but will possibly increase the traffic movement through Hatch Beauchamp. Alternatively they might travel through Ashill and pick up the new Ashill / Ilton junction for Taunton / M5. Concern raised that the villages along this upgraded A358 are going to have put up with a large amount of extra traffic using a lot more of our unsuitable and dangerous roads to live their lives if the on/off slip road at Hatch Beauchamp is not approved.	adopted into the scheme design. 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. Taking into account consultation feedback, the design of the scheme has been modified to limit traffic access to the Bickenhall Lane overbridge to local farm traffic, but it would not be open to general vehicular through traffic. The new bridge would provide connectivity for walkers, cyclists, horse-riders and carriage drivers across the scheme. The overbridge would be classified as a restricted byway and shared with nearby landowners for accommodation access. Traffic flow would be low, creating an attractive route for walking, cycling and horse-riding. This change has been made to discourage alternative routes through Hatch Beauchamp and also address concerns about the impact that potential traffic increases may have on walking, cycling and horse-riding users along Bickenhall Lane. As a result of this change, there will be no public motor traffic using the overbridge and the route via Hatch Beauchamp to access Mattock's Tree Green junction. That traffic is forecast to route via Cold Road and Higher West Hatch Lane to access the junction.	
932	Traffic, access and modelling	Highlights that the proposed scheme would also appear to create a divide between the east and west sides of the A358. Concern that this would be likely to make local journeys more difficult and lead to an increase in traffic through the few routes that will exist after the development.	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
933	Traffic, access and modelling	Objects to proposals to reduce existing access point to the A358 between Henlade and Ashill due to concerns local traffic would be diverted through narrow roads, namely Cold Road and Slough Hill. Concerned the local roads are not built to carry regular two-way traffic.	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.	No

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			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).	
934	Traffic, access and modelling	Concern that the scheme only cuts down journey times by 5 minutes which does not justify the scheme construction	National Highways notes that as well as journey time benefits which will be experienced by thousands of vehicles daily, the scheme improves safety, journey time reliability and will eventually provide part of a continuous dual carriageway corridor from London to the M5. The methodology and results of the economic assessment is reported in the Combined Modelling and Appraisal Report (Document Reference 7.4)	N/A
935	Traffic, access and modelling	Suggests the provision of an underpass of bridge to maintain access to the farm located on both sides of the A358 at West Hatch. Requests a connecting road from the proposed new road to Nightingale Farm units onto West Hatch Lane	National Highways propose a connection linking Mattock's Tree Green junction to provide access for the Somerset Progressive School, the Huish Woods Scout Campsite and local businesses at Nightingale Farm Units. This is needed to connect to the A358 and to access Taunton and Ilminster among other locations. Following statutory consultation, and extension to West Hatch Lane has been introduced into the scheme design. Following supplementary consultation adjustments have been made to the alignment of the extension. The proposed West Hatch Lane extension was introduced to improve connectivity for communities adjacent to the route by allowing vehicles accessing West Hatch to connect directly to the A358. The previous design at statutory consultation would have taken traffic accessing West Hatch via a longer route along Ash Road and Church Lane.	Yes
936	Traffic, access and modelling	Suggests that despite Sat Nav re-direction many people will carry straight on at Southfields, especially in the short term as it will be relatively quiet. Suggests that in time traffic will leak back onto the A303.	Note that the intention of the proposed A358 scheme is not necessarily to replace the A303/A30 route through the Blackdown Hills but to create network resilience in the South West region by providing a viable alternative to the A303/A30 route in the event of its closure because an incident or maintenance. The scheme is also designed to improve journey times to and from Taunton, improve safety and journey time reliability along the A358 and ultimately aid the economy and unlock growth in the South West. The methodology and results of the traffic modelling is reported in the Combined Modelling and Appraisal Report (Document Reference 7.4).	No
937	Traffic, access and modelling	Concerned there are no proposals to alleviate congestion problems at Southfields roundabout and notes concerns that over complicating the Taunton roundabouts will lead to similar congestion issues. Considers the expressway little use if the road is congested at both ends. Supports the need for a new bypass at Henlade but concerned the ethos of reducing pollution will be baseless if congestion is increased elsewhere. Suggests the old Ilminster road should be opened at this stage.	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
938	Traffic, access and modelling	Considers that speeding up traffic flow between Southfields Roundabout and junction 25 will only exacerbate the delays at either end. Highlights that junction 25 especially is a pinch point with two roundabouts to be negotiated to get onto the motorway or into Taunton. Considers that taking all of the local traffic away from the new road has some benefits, but would result in much increased traffic through Ashcott and Hatch Beauchamp, effectively doing away with the benefits both villages enjoyed from having their bypasses.	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

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		Concern that there would be increased heavy traffic trying to get through the very narrow and twisty local lanes. Considers that the proposed scheme would impose an urban road pattern in a rural area and that this will result in local complaints.	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.	
939	Traffic, access and modelling	Consider the design does not address the real issue of the roundabouts at both ends of the link, which cause congestion and significantly reduces the average speed across the scheme. Consider the A358 Technical Traffic Note provides some limited data on the performance of the scheme. However, although journey times are modelled to the second, no similar precision is provided regarding the locations at which modelled journeys commence and finish. However, with the data available it is possible to assess that the average speed along the scheme is a modest 50mph in 2028 and 47mph in 2043. This is some way below the design speed of an Expressway. This does not account for the holiday season. Consider modest performance, that is far below RIS objectives local residents and businesses, does not balance decisions to deny normal A303 type of access. The modelling of the local road network shows this lack of access increases traffic through Hatch Beauchamp by nearly 1,000 vehicles a day and through Ashill by 2,000+ vehicles a day. This traffic is funnelled in through local lanes and roads meaning residents, businesses, walkers, cyclist and horse-riders will all be adversely impacted (often above NPSNN tolerance levels).	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. 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. 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. Mile a minute speeds are expected to be representative of the A303/A358 corridor following improvements, however this is not a design requirement applied to individual schemes along the corridor. The proposed arrangement of the junctions at Southfields and Nexus 25 would provide adequate capacity for the predicted traffic flows in the design year 15 years after opening. This is in accordance with design standards to provide a balance between traffic capacity and economic benefit.	N/A

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940	Traffic, access and modelling	Highlights that the A358 cannot be implemented without consideration of the link with the A303 and the Illminster Bypass. Concern that until the Illminster Bypass is redeveloped, this project will cause further disruption and increase traffic levels on 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. 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).	N/A
941	Traffic, access and modelling	Requests that Southfields Roundabout be upgraded first which is not funded as part of the project, otherwise tailbacks will double.	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
942	Traffic, access and modelling	Considers that the simulation video is misleading as it shows the Southfields and J25 roundabouts flowing freely however, this is only at 10% of peak time traffic.	National Highways has undertaken operational modelling of all junctions along the A358 corridor. These confirm that all junctions along the A358 will operate within their practical capacity during typical weekday peaks with the proposed upgrades as part of the scheme. This testing has led to the decision to replace the Nexus 25 roundabout with a signalised junction. Operational modelling has been undertaken using both typical weekday peak period flows to confirm capacity exists to accommodate these flows, and estimates of summer peak period flow to check whether the junctions operate safely. There is enough capacity at the M5 junction 25 with the proposed upgrades and the proposed Nexus 25 signalised junction to provide sufficient green time to the conflicting demands between the approach arms without excessive queue build up. The Nexus 25 signalised junction has been modelled with the M5 junction 25 junction to assess the interaction between the two junctions, and check that queuing between them is not a problem during peak periods. 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

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			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).	
943	Traffic, access and modelling	Concern raised that the proposed scheme aims to reduce delays and queues at peak hours and at seasonal peaks but makes no changes to the bottlenecks at either end. Concern that due to the pandemic the traffic studies which form the basis of this road assessment are no longer valid and received information on the new studies despite has not been received despite repeated requests to National Highways.	National Highways has undertaken operational modelling of all junctions along the A358 corridor. These confirm that all junctions along the A358 will operate within their practical capacity during typical weekday peaks with the proposed upgrades as part of the scheme. This testing has led to the decision to replace the Nexus 25 roundabout with a signalised junction. Operational modelling has been undertaken using both typical weekday peak period flows to confirm capacity exists to accommodate these flows, and estimates of summer peak period flow to check whether the junctions operate safely. There is enough capacity at the M5 junction 25 with the proposed upgrades and the proposed Nexus 25 signalised junction to provide sufficient green time to the conflicting demands between the approach arms without excessive queue build up. The Nexus 25 signalised junction has been modelled with the M5 junction 25 junction to assess the interaction between the two junctions, and check that queuing between them is not a problem during peak periods. 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). National Highways has undertaken traffic modelling on the most recent proposed scheme design, which includes the local roads surrounding the proposed A358 scheme. Surveys have been carried out by the project team on the local road network in 2022 to understand if there is any material change in flows compared to data used prior to 2020. In addition, National Highways monitor flows on the strategic road network. The Department for Transport (DfT) Transport Analysis Guidance (TAG) contains information on how to account for changes in travel demand due to the Covid-19 period. The forecast models for the scheme have been adjusted to account for the change in flows seen on the network. The modelling work undertaken all adheres to TAG standard as published by the DfT on the gov.uk website. The methodology and results of the traffic modelling, including comments on the effects of Covid-19, is reported in the Combined Modelling and Appraisal Report (Document Reference 7.4).	N/A
944	Traffic, access and modelling	Suggests there are problems with the proposals at the Southfields and M5 ends of the A358. Suggests through traffic from London to Exeter should be kept off all roundabouts.	National Highways has undertaken operational modelling of all junctions along the A358 corridor. These confirm that all junctions along the A358 will operate within their practical capacity during typical weekday peaks with the proposed upgrades as part of the scheme. This testing has led to the decision to replace the Nexus 25 roundabout with a signalised junction. Operational modelling has been undertaken using both typical weekday peak period flows to confirm capacity exists to accommodate these flows, and estimates of summer peak period flow to check whether the junctions	No

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			operate safely. There is enough capacity at the M5 junction 25 with the proposed upgrades and the proposed Nexus 25 signalised junction to provide sufficient green time to the conflicting demands between the approach arms without excessive queue build up. The Nexus 25 signalised junction has been modelled with the M5 junction 25 junction to assess the interaction between the two junctions, and check that queuing between them is not a problem during peak periods. 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).	
945	Traffic, access and modelling	Comments that the sooner the M5 end of the scheme is improved the better.	Subject to the granting of the Development Consent Order, National Highways expects to start works in 2026, and for the road to open for traffic in 2031. National Highways remains committed to this scheme, with the support of central government, who confirmed their pledge to its funding in their second Road Investment Strategy (RIS2), published in March 2020.	N/A
946	Traffic, access and modelling	Considers cutting a few minutes off journey times an inadequate justification for the scheme. Suggests the priority should be to reduce the number of cars rather then encourage more traffic onto 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
947	Traffic, access and modelling	Highlights that there is no excessive traffic congestion on the A358 at present, and the scheme would only encourage increased levels of traffic nearby Ilminster	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.	N/A

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			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).	
948	Traffic, access and modelling	Considers the proposal does not improve access to Taunton which depends mainly on the ease of traffic flow once vehicles are west of junction 25	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
949	Traffic, access and modelling	Concern that the alternative options for accessing and exiting the A358 and travelling between communities on both sides involve the use and destruction of too much farmland and natural habitat.	National Highways has undertaken an extensive suite of ecological surveys to inform the Environmental Impact Assessment and identified mitigation measures required to protect wildlife during construction. National Highways has produced an Environmental Statement (Document Reference 6.2) and an Environmental Management Plan (EMP) (Document Reference 6.4, Appendix 2.1), 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.	No
950	Traffic, access and modelling	States that proposals at Southfields Roundabout will not work until congestion between the A303 and Yeovil has been rectified	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).	N/A

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951	Traffic, access and modelling	Highlights that safe local road access is essential for walkers, cyclists and horse-riders	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
952	Traffic, access and modelling	Supports Henlade bypass and Southfields segregated left turn lane and suggests these areas are passed first whilst further consultation is conducted on the middle section to fully understand the impact on the wider road network, community and environment.	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 6.4, 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
953	Traffic, access and modelling	Notes that the congestion at each end of the road (junctions with the M5 (Henlade by-pass) and the A303) is the main purpose of the project and if these alone were improved the cost of the project could have been avoided.	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.	N/A
954	Traffic, access and modelling	Highlights that the main problem with journey times on the Ilminster Taunton A358 lies at the ends of the route. Suggests that if the Henlade bypass and Southfields roundabout are solved then a fresh view could be taken of how to improve safety in the middle section.	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.	N/A
955	Traffic, access and modelling	Highlights that the redevelopment at Henlade has freed up traffic there; the 'pinch point' is now at the Southfields roundabout/Ilminster Bypass, especially when the A303 is busy.	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	N/A

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			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).	
956	Traffic, access and modelling	Notes that the congestion at each end of the road (junctions with the M5 (Henlade by-pass) and the A303) is the main purpose of the project and if these alone were improved the cost of the project could have been avoided.	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.	N/A
957	Traffic, access and modelling	Highlights that the main problem with journey times on the Ilminster Taunton A358 lies at the ends of the route. Suggests that if the Henlade bypass and Southfields roundabout are solved then a fresh view could be taken of how to improve safety in the middle section.	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.	N/A
958	Traffic, access and modelling	Highlights that the redevelopment at Henlade has freed up traffic there; the 'pinch point' is now at the Southfields roundabout/Ilminster Bypass, especially when the A303 is busy.	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).	N/A
959	Traffic, access and modelling	Concern that the proposed scheme does not improve Junction 25 of the M5 or the Southfields roundabout, which are the bottlenecks and where the traffic backs up from. Highlights that dualling the A358 would just accelerate how many cars hit those bottlenecks and increasing capacity always leads to increasing traffic, so the existing	National Highways has undertaken operational modelling of all junctions along the A358 corridor. These confirm that all junctions along the A358 will operate within their practical capacity during typical weekday peaks with the proposed upgrades as part of the scheme. This testing has led to the decision to replace the Nexus 25 roundabout with a signalised junction.	N/A

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		issues will be compounded. Comments that the Section 1 plan to bypass Henlade, where moving the traffic out of Henlade are improvements that are sorely needed.	Operational modelling has been undertaken using both typical weekday peak period flows to confirm capacity exists to accommodate these flows, and estimates of summer peak period flow to check whether the junctions operate safely. There is enough capacity at the M5 junction 25 with the proposed upgrades and the proposed Nexus 25 signalised junction to provide sufficient green time to the conflicting demands between the approach arms without excessive queue build up. The Nexus 25 signalised junction has been modelled with the M5 junction 25 junction to assess the interaction between the two junctions, and check that queuing between them is not a problem during peak periods. 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).	
960	Traffic, access and modelling	Suggests the current congestion would be solved by bypassing Henlade, adding an additional route onto the motorway and addressing the problems of 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.	N/A
961	Traffic, access and modelling	Suggests there are no problems with the traffic flow along the Hatch Beauchamp bypass.	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
962	Traffic, access and modelling	Considers there is little reason to upgrade the A358 unless Southfields roundabout and Junction 25 are upgraded first as considers	National Highways has undertaken operational modelling of all junctions along the A358 corridor. These confirm that all junctions along the A358 will operate within their practical capacity during typical weekday	No

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		Southfields/Ashill is a huge bottleneck and the existing road tailbacks would double if the proposed scheme goes ahead.	peaks with the proposed upgrades as part of the scheme. This testing has led to the decision to replace the Nexus 25 roundabout with a signalised junction. Operational modelling has been undertaken using both typical weekday peak period flows to confirm capacity exists to accommodate these flows, and estimates of summer peak period flow to check whether the junctions operate safely. There is enough capacity at the M5 junction 25 with the proposed upgrades and the proposed Nexus 25 signalised junction to provide sufficient green time to the conflicting demands between the approach arms without excessive queue build up. The Nexus 25 signalised junction has been modelled with the M5 junction 25 junction to assess the interaction between the two junctions, and check that queuing between them is not a problem during peak periods. 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).	
963	Traffic, access and modelling	Requests that access routes are reconsidered.	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
964	Traffic, access and modelling	Concerned the proposals will increase the volume of traffic in the summer to an intolerable level.	The scheme has been designed to accommodate traffic up to 2046, and has been checked for a summer peak period flow to understand how it would operate under those conditions. The traffic model indicates that the flows are different in nature, but the proposed road and junctions will cope with the traffic levels during summer periods.	N/A
965	Traffic, access and modelling	States non-motorised road users need to have better facilities throughout the length of the scheme	Provision for walkers, cyclists and horse-riders has been integral to the design from options assessment to the current scheme. National Highways endeavours to preserve existing public rights of way as much as possible. Unfortunately, some diversions and stopping up of public rights of way would be inevitable but users would no longer be trying to cross the A358 at grade, making the public rights of way network safer and more inclusive.	No
966	Traffic, access and modelling	Considers the increase in traffic will worsen the quality of the lanes as states Somerset Highways do not maintain the 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	No

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			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.	
967	Walking, Cycling and Horse-riders	Concern that the proposed scheme would sever a PRoW.	All public rights of way that would be severed by the scheme have been assessed, with diversions provided to new or existing crossing points. The length of diversions has been minimised in so far as is possible.	No
968	Walking, Cycling and Horse-riders	Objection to the closure of Ashill bypass. Highlight that since the bypass was constructed residents have been able to walk and cycle safely along the route from Stewley to the main part of the village and down to the A358.	Ashill bypass would remain open to all users. Rather than connect to the A358, it would continue as a local road to Hatch Beauchamp. Traffic flow would increase as a consequence of the scheme but still be lightly trafficked. People from Stewley would be able to cross the scheme at Sunnyside underpass and continue to the main part of the village.	N/A
969	Walking, Cycling and Horse-riders	Notes that the ancient public bridleway T14/8 whch runs from Bickenhall Lane to Hatch Green is an important and historic amenity for the village. Highlights that any harm to its integrity by the proposals would be hugely damaging to the character of the area.	Bridleway T 14/8 would be maintained as a continuous connection between Bickenhall Lane and Hatch Green. The section of bridleway T 14/8 from Bickenhall Lane would be diverted but still run alongside the scheme. The section along Hatch Green Lane would be largely unaffected and continue to be accessible from Village Road. The new overbridge at Bickehall Lane would enhance the bridleway by providing a safe crossing to better connect the communities on either side of the scheme.	N/A
970	Walking, Cycling and Horse-riders	Requests a bridleway, foot and cycle paths run alongside the Wood Road between the turn to Hastings Road and Newhouse Farm	Feedback from consultation indicates road safety concerns arising from high vehicle speeds along Wood Road. However, the scheme would reduce the volume of traffic along Wood Road by 74%. National Highways anticipates that the reduction in traffic would make the road a better amenity for walkers, cyclists and horse-riders. The impact of the scheme would not justify a new public right of way alongside the road.	No
971	Walking, Cycling and Horse-riders	Welcomes safe crossings such as the bridges that cross over the A358 linking the smaller country lanes	National Highways acknowledges the general support received in relation to the design proposals.	N/A
972	Walking, Cycling and Horse-riders	States that a cycle route between Ilminister and Taunton would be fantastic	National Highways acknowledges the support received in relation to the cycling proposals.	N/A
973	Walking, Cycling and Horse-riders	Requests a cycle track be created alongside the A358.	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
974	Walking, Cycling and Horse-riders	Concerned the scheme is avoiding spending money on high quality cycling provision. Disagrees with NH reason for not implementing segregated cycle ways and suggests a cycle track along the rest of the road, with access to bridges, is proposed.	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	No

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			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.	
975	Walking, Cycling and Horse-riders	Concern that for a scheme costing over £350 million, there are a lack of plans towards facilitating provision for safe cycling	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
976	Walking, Cycling and Horse-riders	Highlights that the cycle route is a requirement on both sides of the road. Suggests it should be compulsory for all decision makers to cycle the road themselves at e.g. 1000 or 1600 when raining.	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
977	Walking, Cycling and Horse-riders	Highlights that a bridge over Southfields Roundabout would suffice while the Ilminster bypass remains as it is, and notes that it might be cheaper and safer than the proposed cycle link to the roundabout. Mentions p.26 of the consultation booklet, which states that Sustrans was keen to open up a cycle route along the line of the railway from Ilminster to Taunton via Hatch Beauchamp, which would keep cyclists well away from the A358 and the roundabout.	Part of the scheme includes upgrades to the Southfields roundabout so that we can safely adapt it to the new dual carriageway. 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. Somerset Council confirmed that a pedestrian and cycle route on the alignment of the disused railway is not a council aspiration. Given that the council would be the maintaining authority, this alternative could not be pursued as part of the scheme without their support.	No
978	Walking, Cycling and Horse-riders	Comments that as a cyclist they would not utilise the A358 route at present and states that they would take country lanes as a preference. Highlights that the future needs to be green and sustainable, and comments that there is need for cycle, scooter and wheel chair user routes that are direct to towns/villages and are safe. Suggests that a route be put along the A358.	Surveys of existing walking, cycling and horse-riding demand inform the scheme including the offline cycle route. The survey data confirms that cyclists avoid the existing A358 apart from short sections where they cross from one side road to another. 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

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979	Walking, Cycling and Horse-riders	Considers there should be a separate bridge for WCH users to maintain bridleways and PROW across the road.	Taking into account scheme changes as an outcome of consultation, four scheme crossings would primarily used by walkers, cyclists and horse-riders, either traffic-free or lightly trafficked: • Bickenhall Lane overbridge • High Bridge overbridge (off-road cyclists only) • Sunnyside underpass • Jordans overbridge.	Yes
980	Walking, Cycling and Horse-riders	Objects to the proposed supplied options for WCH as considers these are insufficient, would be a long detour and use roads used by local traffic. Highlights that there are at least 45 Public Rights of Way that cross, abut or are in close proximity to the current A358 (see table provided in email attachment). Notes that they provide good access for walkers to cross from one side of the A358 to the other enabling a large variety of walks incorporating roads and paths on both sides of the A358. It is important that this variety is maintained. Highlights that as far as they can tell from the consultation materials none of these PRoW would cross the new A358 at their current position; and any means for walkers to cross the new A358 is via a road. Concern this would seriously reduce the variation of walks and would practically restrict to one side or other of the new A358. Concern expressed that if the PRoW do not follow their current lines than where they stop at the new A358 the section up to it will become redundant; on both sides of the road. This will be a tragic loss of PRoW. Requests that all the existing PRoW that are affected by the new A358 are maintained along their existing line by providing a combination of foot bridges, underpasses and crossings. Comment that they raised the same issues in 2018.	Taking into account scheme changes as an outcome of consultation, four scheme crossings would primarily used by walkers, cyclists and horse-riders, either traffic-free or lightly trafficked: • Bickenhall Lane overbridge • High Bridge overbridge (off-road cyclists only) • Sunnyside underpass • Jordans overbridge. National Highways endeavours to preserve existing public rights of way as much as possible. Unfortunately, some diversions and stopping up would be inevitable. Proposed measures include 19 new public rights of way: seven footpaths, three bridleways and nine restricted byways. Four scheme crossings would be either traffic-free or lightly trafficked so users would no longer be trying to cross the A358 at grade, making the public rights of way network safer and more inclusive.	N/A
981	Walking, Cycling and Horse-riders	Requests the bridge at Bickenhall Lane be limited to WCH and agricultural vehicles only, to reduce cost and traffic on Village Road. If that isn't possible, then suggests the original proposal to close Bickenhall Lane should be revived to protect Hatch Beauchamp.	The bridge at Bickenhall Lane is now proposed to be limited to use for land access and by walkers, cyclists and horse-riders only. General traffic would not be able to cross using the bridge.	Yes
982	Walking, Cycling and Horse-riders	Considers the brochure section on walkers and cyclists is misleading in suggesting there are nine crossings for cyclists on the road whereas in reality there are five new bridges all of which are shared with traffic therefore no separate provision for cyclists. Suggests the information on safety provisions for cyclists through Henlade is not clear.	The consultation document stated there would be nine crossings for walkers, cyclists and horse-riders. This figure is based on the five overbridges referenced (Stoke Lane, Mattock's Tree Green junction, Bickenhall Lane, Village Road and Ashill junction), in addition to underpasses which would include public rights of way. The four underpasses were Fivehead River, High Bridge, Sunnyside and Ding Bridge. The walking, cycling and horse riding plans included at consultation provided further detail on which routes would be accessible for cyclists. Design changes made since the consultation include restrictions at Bickenhall Lane overbridge, which would be used for agricultural access and walkers, cyclists and equestrians only. Separate provision is not required for cyclists where crossings would be lightly trafficked. A further design change replaces Ding Bridge with Jordans overbridge, which would also be used for agricultural access and walkers, cyclists and equestrians only. The existing A358 between M5 junction 25 and Mattock's Tree Green would remain the responsibility of Somerset Council as local highway authority and would carry significantly less traffic than it does currently with the scheme in place.	Yes

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			As an outcome of consultation, including discussions with Somerset Council as local highway authority, the dual carriageway south of Henlade would be repurposed to provide cyclist facilities. The eastbound side would be repurposed as a cycle track; the westbound side would cater for two-way vehicular traffic. It is anticipated that detailed design of the repurposed eastbound carriageway, post development consent order, would include space for walkers and horse-riders as well as cyclists.	
983	Walking, Cycling and Horse-riders	Would like further improvement to WCH proposals across the scheme.	The scheme objectives include creating an accessible and integrated network. Facilities and connectivity for walkers, cyclists and horse-riders alongside the route would be retained, and connections between communities either side of the scheme would be maintained. The Development Consent Order limits the purchase of land to that for mitigation purposes only. Land could not be purchased for enhancement, which means further improvements to walking, cycling and horse-riding routes are unlikely to be feasible.	No
984	Walking, Cycling and Horse-riders	Highlights need to consider other road users.	The scheme objectives include creating an accessible and integrated network. Facilities and connectivity for walkers, cyclists and horse-riders alongside the route would be retained, and connections between communities either side of the scheme would be maintained. The needs of walkers, cyclists, horse-riders and disabled users have been considered as part of the design development of the scheme, in line with the appropriate design standards.	No
985	Walking, Cycling and Horse-riders	Highlights that the Parish Council are working on a developing a traffic free multi user Active Travel path to connect Curry Rivel to the services and facilities at Langport and Huish, to reduce the dependence on cars and reduce emissions.	The scheme takes into account known / committed active travel schemes proposed by others. It seems unlikely that there would be any overlap between the Parish Council's developed scheme and the A358 scheme given the sizeable distance between them.	N/A
986	Walking, Cycling and Horse-riders	States that there are inadequate solutions of traversing junction 25 and that the proposed Taunton to Ilminster cycle route falls short of the DfT "gear change" aspirations and LTN 1/20 design guidance	The scheme would not affect the existing cycle tracks at M5 junction 25 and would not trigger any need for improvement. 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 standards' refers to Local Transport Note 1/20 (Local Transport Network 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 (Local Transport Network 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 Local Transport Network 1/20 but is unable to meet all of its recommendations.	N/A
987	Walking, Cycling and Horse-riders	Highlights that, as a cyclist, they avoid the Southfields roundabout and would not wish to see any link to it for cyclists. States that cyclists crossing the A303 bypass was identified as a main problem and Sustrans was told that access would have to await the dualling of the Ilminster bypass.	The speed limit on the A358 (west) at Southfields would be reduced and a signal-controlled crossing provided near to the services access. The existing shared use path that links the A358 (west) and A303 (south) would also be widened.	N/A
988	Walking, Cycling and Horse-riders	Considers the expected increase in traffic on Village Road would mix with WCH and children, which contradicts the reason why a bypass was built in the 1980's.	Traffic flow on Village Road through Hatch Beauchamp would increase slightly as a consequence of the scheme. The annual average daily traffic would still be low and walkers, cyclists and horse-riders would be unlikely to discern the increase or be adversely affected.	N/A
989	Walking, Cycling and Horse-riders	Highlights that Ashill has also been seeing a large increase in walkers, dog walkers, cyclists, and horse-riders and has an equestrian centre in Windmill Hill. Comment that with the A358 contract now awarded, residents should not still be having to ask questions about horse-riders / equestrian users crossing the new A358 and public footpath arrangements for Ashill.	Walkers on public footpaths in Ashill parish would be able to cross the scheme at Sunnyside underpass, Ashill junction or Jordans overbridge. All of these crossings would be safer than the existing at grade crossings and two of the crossing would be traffic-free in addition to being classified as restricted byways and therefore considered to be more inclusive. Six footpaths either cross or intersect the scheme in the vicinity of Ashill junction:	N/A

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			• 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.	