Appendix 7.25

Photographs of 2022 supplementary public information events

Exhibition banners, large printed maps and hard copy materials

Interactive traffic webmaps

3D fly-through visualisation - video and interactive version

Appendix 7.26

Copy of 2022 supplementary consultation event banners

national highways

A358 Taunton to Southfields Dualling Scheme

Supplementary consultation
24 May to 26 June 2022

national highways

Welcome

Thank you for taking an interest in this supplementary consultation on the A358 Taunton to Southfields Dualling Scheme.

We're looking to upgrade approximately 8.5 miles (13.6 km) of road to a high-quality and high-performing dual carriageway. This would make journeys safer, quicker and more reliable for the wide variety of people who use the road.

The upgraded A358 would improve safety, create opportunities, keep people connected, future-proof the route and facilitate a growth in jobs, investment and housing.

We've made some changes to the preliminary design since our public consultation in 2021. We want to know your thoughts on these changes before we submit our planning application to the Planning Inspectorate.

We encourage you to read the information on display today alongside our *Consultation booklet*. You can then provide your thoughts by completing a *Feedback questionnaire*.

It's important that you respond by 23:59 Sunday 26 June 2022.

Responses received after the consultation closes may not be considered.

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Developing proposals

We'd like to thank everyone who took part in our public consultation in 2021. Since then, we have:

- been carefully considering more than 900 responses received
- carried out further surveys, traffic impact and environmental assessments
- refined our proposals with local people and communities in mind

We are now consulting on some of these changes.

You can find out more about the 2021 statutory consultation in the *Public consultation summary report*. Or you can see an overview of the feedback received and our response in our *Responding to feedback from 2021 public consultation booklet*.

These documents are available via our website at: www.nationalhighways.co.uk/a358-taunton-to-southfields

national highways

What we're consulting on

Our revised proposals

We want to hear your thoughts on some of the changes we've made since our last public consultation. The changes we've made to our preliminary design would improve safety and access to local roads and reduce the impact on communities, the environment and the local landscape. These changes relate to the following broad categories:

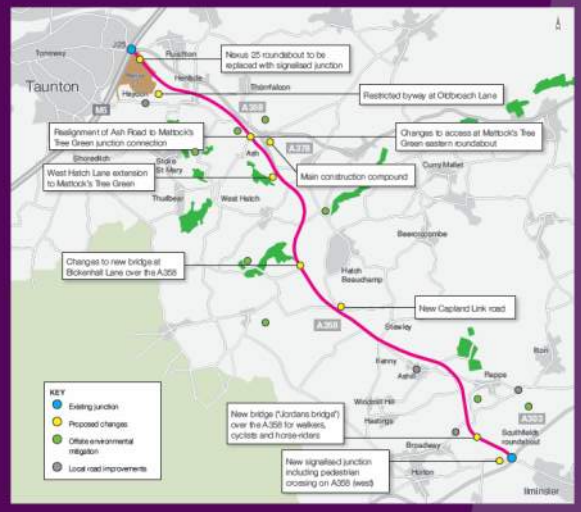
- Transport, traffic and access
- Walking, cycling, horse-riding and disabled user access
- Environmental mitigation
- Location of main construction compound

We've also made some smaller changes along the route. All design changes we've made since the 2021 public consultation are set out in our *Summary of changes booklet*. These smaller changes are not the focus of the consultation, but you can comment on them if you wish to.

If you submitted a response to our 2021 public consultation you do not need to resubmit your feedback as part of this consultation, unless you have something new to add to it, in light of the new information that's being shared.

national highways

Proposed changes map



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Environment

Following the results of further ecological surveys and feedback from the 2021 public consultation, we've amended our biodiversity mitigation to reflect the updated habitat and species data and to improve habitat function and connectivity within the wider landscape.

Offsite mitigation areas

- We've identified a number of offsite areas for habitat creation. Areas of woodland planting and grassland creation or enhancement are proposed in eight locations.
- These are shown on the 'Proposed changes map'.

Hedgerow improvements

- Our proposed mitigation would focus on enhancing the existing hedgerow network.
- In addition, we would create new hedgerows across the length of the scheme where feasible.
- This would safeguard dormice throughout construction and in the long term.

Woodland management

- We would look to install dormouse boxes in several areas of existing woodland.
- Woodland management, such as coppicing to allow development of ground level vegetation, is also proposed.

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Next steps

Once the consultation has closed at 23:59 on Sunday 26 June, we will review all comments and suggestions that have been received during this period. We will take the time to consider your feedback when making further refinements to our proposed design and developing our planned mitigation measures.

We will set out a summary of the responses in a consultation report, which will also describe how your feedback has shaped and influenced our proposals.

This will form part of our DCO application, which we expect to submit later in 2022.

If our application is accepted for examination, the Planning Inspectorate (acting on behalf of the Secretary of State) will examine the application through written representation and public hearings. They will then make a recommendation to the Secretary of State for Transport, who will decide on whether or not the project will go ahead.

If granted, works would start in 2024/25.

This process is explained in the timeline below.

national highways

Giving us your feedback

Please complete a feedback questionnaire.

You can hand it in at a public event or take it home and return it to:

FREEPOST
A358 TAUNTON TO SOUTHFIELDS
Note: the address must be written in capitals and you do not need a stamp

You can also email your feedback to us at: **A358TauntontoSouthfields@nationalhighways.co.uk**

It's important that you respond by **23:59 on Sunday 26 June 2022**. Responses received after the consultation closes may not be considered.

You can complete a questionnaire online via: **www.nationalhighways.co.uk/a358-taunton-to-southfields**

Contact us

If you have any further questions or would like to find out more, please contact us by:

Phone: 0300 123 5000

Email: A358TauntontoSouthfields@nationalhighways.co.uk

Appendix 7.27

Copy of press releases and list of media outlets sent the press release for 2022 supplementary consultation

Sub -Appendix No.	Appendix Title
7.27a	Copy of press releases for 2022 supplementary consultation
7.27b	List of media outlets sent the press release for 2022 supplementary consultation

Appendix 7.27a

Copy of press releases for 2022 supplementary consultation

Have your say on design changes for A358 Taunton to Southfields

National Highways wants your views on its design changes for the upgrade of the A358 in Somerset through a supplementary consultation.

The planned upgrade of the A358, a key route linking the South West and London and South East, will see a single lane stretch of carriageway between the M5 at Taunton and the Southfields roundabout upgraded to dual carriageway.

Following more than 900 responses to a public consultation in 2021, National Highways has made further refinements to the proposed route, including:

- Changes to access arrangements at Nexus 25 and Mattock's Tree Green junctions
- Updates to our proposals for walker, cyclist, horse-rider and disabled user access
- A number of new areas identified as suitable for habitat creation, as well as updated proposals for hedgerow improvements and woodland management
- A change in location for the main construction compound

Details about these and other changes made since our 2021 public consultation will be available from 24 May, when National Highways will welcome your feedback.

***Caption**: Have your say on the design changes for the A358 Taunton to Southfields upgrade from the 24 May*

Katherine Liddington, Senior Project Manager for the A358 scheme, said: "We plan to upgrade approximately 8.5 miles of the A358 to a new high-quality and high-performing dual carriageway, which will reduce congestion, enhance safety and improve connectivity for road users and local communities, while unlocking economic growth in Somerset and beyond.

“Since our 2021 consultation we’ve made some changes to our preliminary design, which will improve safety and access to local roads and reduce the impact on communities, the environment and the local landscape.

“As part of our planning, we would like to hear your thoughts on our design changes before we submit our planning application later this year.”

[PICTURE]

In delivering the scheme, we’re aiming to:

- improve the capacity of the road to reduce delays and queues that occur during peak hours and at key times of the year i.e. the height of summer.
- support economic growth, facilitating growth in jobs and housing by providing a free-flowing and reliable connection between the South East and the South West
- make the road safer, by providing additional capacity and reducing driver stress. We’ll also improve routes for pedestrians, cyclists, horse riders in the area
- protect the environment and look for opportunities to improve it, minimising any unnecessary impact of the scheme on the surrounding natural and historic environment and landscape
- work with local communities to reduce the impact of the road, and look for ways to improve local people’s quality of life
- make journey times more reliable and resilient; by providing more capacity it will become easier to manage traffic when incidents occur

The supplementary consultation runs from 24 May to 26 June 2022 with feedback helping National Highways develop its planning application for a Development Consent Order (DCO) to be submitted later this year.

A DCO is required for all nationally significant infrastructure projects and will allow for the Planning Inspectorate to make a recommendation to the Secretary of State, who will decide on whether development consent should be granted for the proposed scheme.

All plans will be available on a dedicated consultation website and virtual exhibition room, that can be accessed via www.highwaysengland.co.uk/a358-taunton-to-southfields from 10:00 on the 24 May 2022.

National Highways is holding three public consultation events:

- **Thursday 26 May from 11am to 8pm**: Monks Yard (Conference Room), Horton Cross Farm, Horton Cross, Ilminster, Somerset, TA19 9PT
- **Wednesday 8 June from 11am to 8pm:** Somerset County Cricket Club, The Cooper Associates County Ground, St. James Street, Taunton, Somerset, TA1 1JT
- **Saturday 11 June from 11am to 6pm:** Taunton Racecourse, Orchard Portman, Taunton, Somerset, TA3 7BL

There will also be four webinars, where you will be able to put your questions to the project team. For more information on these, or to book your place, visit: http://www.highwaysengland.co.uk/a358-taunton-to-southfields

If you do not have access to the internet, you can request a free copy of our consultation booklet, feedback questionnaire and responding to 2022 consultation booklet by calling 0300 123 5000 or emailing A358TauntontoSouthfields@highwaysengland.co.uk

Consultation launches on design changes for A358 Taunton to Southfields scheme

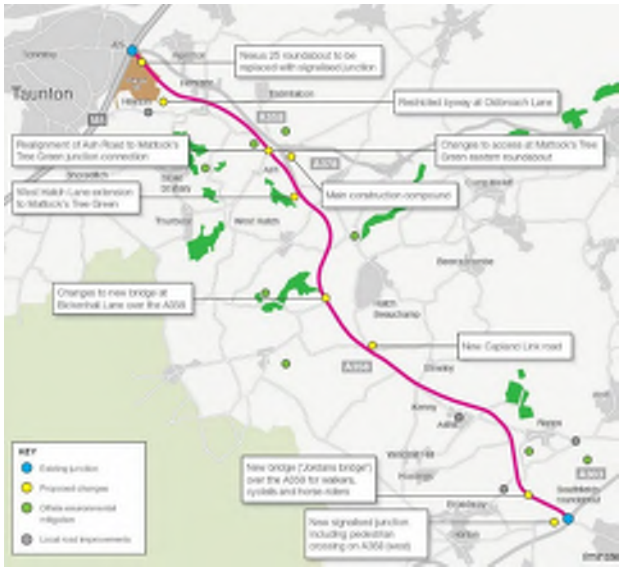
National Highways has today (24 May) launched a supplementary consultation for the upgrade of the A358 in Somerset.

The planned upgrade of the A358, a key route linking the South West and London and South East, will see a single lane stretch of carriageway between the M5 at Taunton and the Southfields roundabout upgraded to dual carriageway.

Following more than 900 responses to a public consultation in 2021, National Highways has made further refinements to the proposed route including:

- **Nexus 25 junction** – change from roundabout to signalised junction to accommodate signalised pedestrianised crossing and facilitate management of traffic in conjunction with M5 junction 25
- **Mattocks Tree Green junction**
    - **New connection at the eastern roundabout** - for direct access to Village Road and onward travel to Hatch Beauchamp
    - **Realignment of Ash Road connection** – removing the direct link between Ash Road and Mattocks Tree Green junction to discourage rat-running
    - **West Hatch Lane extension** – providing a new public road alongside the A358 to allow more direct access to Mattocks Tree Green junction
- **Bridge at Bickenhall Lane** – moved to place it further from Bickenhall Wood ancient woodland and access for walkers, cyclists, horse-riders and disabled users and private farm access
- **Capland Link** – confirming that the link road is our chosen option and the route of the link road adjacent to the A358
- **Jordans bridge** – a new link and bridge over the A358 between Ashill junction and Southfields roundabout for walkers, cyclists and horse-riders and disabled users and private farm access.

Details about these and other changes made since our 2021 public consultation are available from today (24th May), with National Highways welcoming your feedback until the 26th June.



Caption: A map summarising some of the improvements we've made since the public consultation in 2021

Katherine Liddington, Senior Project Manager for the A358 scheme, said: "We plan to upgrade approximately 8.5 miles of the A358 to a new high-quality and high-performing dual carriageway, which will reduce congestion, enhance safety and improve connectivity for road users and local communities, while unlocking economic growth in Somerset and beyond.

"Since our 2021 consultation we've made some changes to our preliminary design, which will improve safety and access to local roads and reduce the impact on communities, the environment and the local landscape.

"As part of our planning, we would like to hear your thoughts on our design changes before we submit our planning application later this year."

Rebecca Pow MP added: "The A358 upgrade has been a long time coming and a great deal of progress has been made to reach this stage. It's one of my commitments as your MP and I am pleased that Government is supporting this scheme.

"It is also most welcome that National Highways are listening to feedback and continuing to refine the route, something I have urged them to do as working with the community is vital.

"It is as important as ever that the A303/A358 corridor is improved as this is crucial to unlocking the region. I hope as many people as possible will take part in this supplementary consultation."

Caption: Visualisation showing new proposal for Mattock's Tree Green junction looking west towards Ash Road

In delivering the scheme, we're aiming to:

- improve the capacity of the road to reduce delays and queues that occur during peak hours and at key times of the year i.e. the height of summer.
- support economic growth, facilitating growth in jobs and housing by providing a free-flowing and reliable connection between the South East and the South West
- make the road safer, by providing additional capacity and reducing driver stress. We'll also improve routes for pedestrians, cyclists, horse riders in the area
- protect the environment and look for opportunities to improve it, minimising any unnecessary impact of the scheme on the surrounding natural and historic environment and landscape
- work with local communities to reduce the impact of the road, and look for ways to improve local people's quality of life
- make journey times more reliable and resilient; by providing more capacity it will become easier to manage traffic when incidents occur

Paula Hewitt, Somerset County Council's Lead Director for Economic and Community Infrastructure, said: "We're really grateful to everyone who has taken the time so far to share their views and help inform this process – National Highways has used the input to develop the design further and these events will be an opportunity to review this and also have a further say.

"The A358/A303 is a vital main transport artery for Somerset and we'd encourage anyone who hasn't yet got involved in the consultation to try and join one of the events either online or face-to-face and make your voice heard."

Caption: Visualisation showing the new proposed Nexus 25 junction looking north

The supplementary consultation runs from 24 May to 26 June 2022 with feedback helping National Highways develop its planning application for a Development Consent Order (DCO) to be submitted later this year.

A DCO is required for all nationally significant infrastructure projects and will allow for the Planning Inspectorate to make a recommendation to the Secretary of State, who will decide on whether development consent should be granted for the proposed scheme.

All plans will be available on a dedicated consultation website and virtual exhibition room, that can be accessed via www.nationalhighways.co.uk/a358-taunton-to-southfields from the 24 May 2022.

National Highways is holding three public consultation events:

- **Thursday 26 May from 11am to 8pm**: Monks Yard (Conference Room), Horton Cross Farm, Horton Cross, Ilminster, Somerset, TA19 9PT
- **Wednesday 8 June from 11am to 8pm:** Somerset County Cricket Club, The Cooper Associates County Ground, St. James Street, Taunton, Somerset, TA1 1JT
- **Saturday 11 June from 11am to 6pm:** Taunton Racecourse, Orchard Portman, Taunton, Somerset, TA3 7BL

There will also be four webinars, where you will be able to put your questions to the project team. For more information on these, or to book your place, visit: http://www.nationalhighways.co.uk/a358-taunton-to-southfields

If you do not have access to the internet, you can request a free copy of our consultation booklet, feedback questionnaire and responding to 2022 consultation

booklet by calling 0300 123 5000 or emailing A358TauntontoSouthfields@nationalhighways.co.uk

Notes to editor

Katherine Liddington - A358 Taunton to Southfields Dualling Scheme video: https://www.youtube.com/watch?v=Dc3iVukJA6k
Scheme fly through video -

You can find out more about our proposed design changes in several ways, with all consultation materials available here:

Website and virtual exhibition room – you can view the consultation materials and visit our virtual exhibition room via our website at: www.nationalhighways.co.uk/a358-taunton-to-southfields

Webinars – you can join us at one of our webinars, where members of the project team will present proposals and answer your questions.

- Webinar 1 – Wednesday 25 May 2022 – 12:30pm
- Webinar 2 – Tuesday 7 June 2022 – 12:30pm
- Webinar 3 – Thursday 9 June 2022 – 7:00pm
- Webinar 4 – Tuesday 14 June 2022 – 7:00pm

Public consultation events – you can speak to the project team and find out more about our plans in person at one of our events in the area. These events will take place at the times, dates and locations shown in the table below:

- **Thursday 26 May from 11am to 8pm**: Monks Yard (Conference Room), Horton Cross Farm, Horton Cross, Ilminster, Somerset, TA19 9PT
- **Wednesday 8 June from 11am to 8pm:** Somerset County Cricket Club, The Cooper Associates County Ground, St. James Street, Taunton, Somerset, TA1 1JT
- **Saturday 11 June from 11am to 6pm:** Taunton Racecourse, Orchard Portman, Taunton, Somerset, TA3 7BL

Telephone surgery – you can book to arrange a call back with a member of the project team (subject to availability). You can book an appointment by emailing us at A358TauntontoSouthfields@nationalhighways.co.uk or by calling 0300 123 5000.

Consultation documents – all the consultation documents are available on our consultation website, which can be accessed via www.nationalhighways.co.uk/a358-taunton-tosouthfields, including:

- Consultation booklet
- Feedback questionnaire
- Responding to feedback from 2021 public consultation
- Summary of changes booklet
- Technical traffic note
- Environmental note
- Plans and drawings

Deposit locations and public information points – details of where copies of all the consultation documents are available can be found on our website or by calling 0300 123 5000.

New traffic tools prove popular during supplementary consultation

National Highways' new interactive traffic tools proved a hit at recent consultation events, with members of the public discovering how the proposed upgrade of the A358 in Somerset could affect them.

The new tools were launched as part of the supplementary consultation for the upgrade of the A358, which has just a week left to gain the views of communities, drivers and businesses who use this important route.

The first, a traffic flow webmap, shows how the dualling would affect traffic flows in the year 2028 when the scheme is predicted to open.

The second, a trip route and journey time webmap, allows users to see how the upgrade will affect the typical route and journey time on selected trips in the area upon the scheme opening.

While the series of in-person events have come to an end, people can still access the tools and are being urged to have their say on plans to transform the A358 before Sunday, 26th June.

The planned upgrade of the A358, a key route linking the South West and London and South East, will see a section fully upgraded to dual carriageway between the M5 at Taunton and the Southfields roundabout.

Caption: The new traffic tools being demonstrated at a recent public consultation event

Following more than 900 responses to a public consultation in 2021, National Highways has made further refinements to the proposed route including:

- **Nexus 25 junction** – change from roundabout to signalised junction to accommodate signalised pedestrianised crossing and facilitate management of traffic in conjunction with M5 junction 25
- **Mattocks Tree Green junction**
  - New connection at the eastern roundabout - for direct access to Village Road and onward travel to Hatch Beauchamp

    - Realignment of Ash Road connection – removing the direct link between Ash Road and Mattocks Tree Green junction to discourage rat-running
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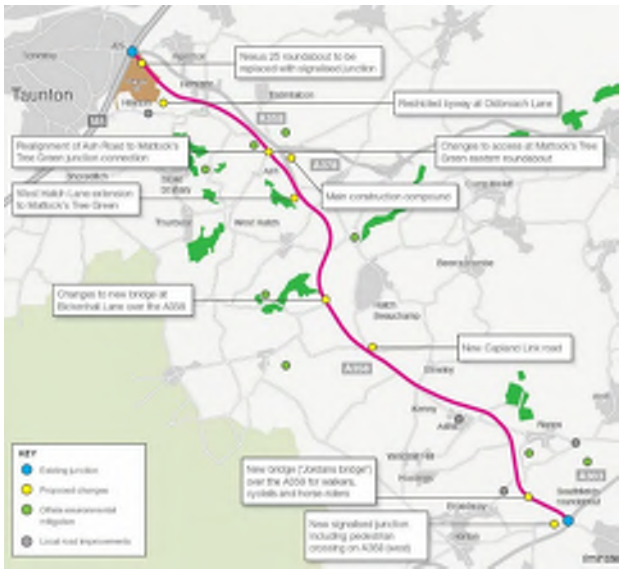
- **Capland Link** – confirming that the link road is our chosen option and the route of the link road adjacent to the A358
- **Jordans bridge** – a new link and bridge over the A358 between Ashill junction and Southfields roundabout for walkers, cyclists and horse-riders and disabled users and private farm access.



Caption: A map summarising some of the improvements made since the public consultation in 2021

Katherine Liddington, Senior Project Manager for the A358 scheme, said: “We are delighted with the way the sessions were received and I want to thank everyone who took the time to come along and learn more about our plans.

"The good news is, there is still plenty of time left for those who have not yet participated to get involved and give us their thoughts.

“Since our 2021 consultation we’ve made some changes to our preliminary design, which will improve safety and access to local roads and reduce the impact on communities, the environment and the local landscape.

“As part of our planning, we would like to hear your thoughts on our design changes before we submit our planning application later this year.”

Caption: Visualisation showing new proposal for Mattock's Tree Green junction looking west towards Ash Road

In delivering the scheme, we're aiming to:

- improve the capacity of the road to reduce delays and queues that occur during peak hours and at key times of the year i.e. the height of summer.
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- make journey times more reliable and resilient; by providing more capacity it will become easier to manage traffic when incidents occur

The supplementary consultation runs until 23.59pm on the 26 June 2022, with feedback helping National Highways develop its planning application for a Development Consent Order (DCO) to be submitted later this year.

A DCO is required for all nationally significant infrastructure projects and will allow for the Planning Inspectorate to make a recommendation to the Secretary of State, who will decide on whether development consent should be granted for the proposed scheme.

All plans are available on a dedicated consultation website and virtual exhibition room, that can be accessed via www.nationalhighways.co.uk/a358-taunton-to-southfields from 24 May 2022.

If you do not have access to the internet, you can request a free copy of our consultation booklet, feedback questionnaire and non-technical summary of the Preliminary Environmental Information Report by calling 0300 123 5000 or emailing A358TauntontoSouthfields@highwaysengland.co.uk

ENDS

Notes to editor

Katherine Liddington - A358 Taunton to Southfields Dualling Scheme video: https://www.youtube.com/watch?v=Dc3iVukJA6k
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- Responding to feedback from 2021 public consultation
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- Technical traffic note
- Environmental note
- Plans and drawings

Deposit locations and public information points – details of where copies of all the consultation documents are available can be found on our website or by calling 0300 123 5000.

Appendix 7.27b

List of media outlets sent the press release for 2022 supplementary consultation

List of media outlets sent press release for 2022 supplementary consultation
*Research Professional
3FM
97.3 Apple FM
Basingstoke Gazette
Bath Echo
BBC News Groups
BBC One
BBC Points West
BBC Radio 4
BBC Radio Berkshire
BBC Radio Bristol
BBC Radio Cornwall
BBC Radio Devon
BBC Radio Gloucestershire
BBC Radio Manchester
BBC Radio Solent
BBC Radio Somerset
BBC Radio Wales
BBC Radio Wiltshire
BBC South (TV Station)
BBC South West (TV Station)
BBC Three
BCfm 93.2
BIRSt
Bishopston Voice
Bodmin Voice
Bournemouth Daily Echo
Bradley Stoke Journal
Bridgwater Mercury
Bridport News
Bridport Nub News
Bristol Post
Bristol24/7
Built Environment
BusinessLive
Carwow
Castledown FM
Central Somerset Gazette
Chard & Ilminster News
Cheddar Valley Gazette
Chew Valley Gazette

Coast FM (96.5 - 97.2)
Construction News
Cornish & Devon Post Series
Cornish Guardian
Cornish Times
Cornwall Live
Cornwall Reports
Crediton Country Courier
Crediton Gazette
Daily Mirror
Dartmoor Links Magazine
Dawlish Gazette
Devon Life
Devonlive.com
Dorset Echo
DorsetLive
Downend Voice
Dragon Radio Wales
East Devon News
EX33
Exmouth Journal
Express & Echo
Falmouth Nub News
Filton Voice
Fix Radio
Freelancers
Frome Standard
Frome Times
Frome Valley Voice
Gillingham & Shaftesbury News
Gloucestershire Gazette
Gloucestershire Live
Goldmine FM
Greatest Hits Radio (Bristol & The South West)
Greatest Hits Radio (Bucks, Beds and Herts)
Greatest Hits Radio (Dorset)
Greatest Hits Radio (Salisbury)
Greatest Hits Radio (Swindon)
Greatest Hits Radio Plymouth
Greatest Hits Radio Somerset
Ground Engineering
Heart Cambridgeshire

Heart London 106.2
Heart South Coast
Heart South West
Heart West Country
Heart Wiltshire
Henleaze & Westbury Voice
Herald Express (Torquay)
Highways
Highways Industry
Highways News
Highways.Today
Hits Radio
Hits Radio (Bristol)
Holsworthy Post
IJGlobal
Ilford Recorder
INRIX
InYourArea
ITV
ITV Meridian
ITV News
ITV News West Country
Ivybridge and South Brent Gazette
KeeP 106FM
Keynsham Voice
Kingsbridge and Salcombe Gazette
Launceston Journal Gazette
Like Radio
LymeOnline
Made in Bristol
Melksham Independent News
Mendip Times
Mid Cornwall Advertiser
Mid Devon Gazette Series
Mid-Devon Advertiser
Midsomer Norton, Radstock & District Journal
Midweek Herald
myCornwall
New Civil Engineer
New Milton Advertiser & Lymington Times
New Valley News
Newquay Voice

North Cornwall Advertiser
North Devon Gazette
North Devon Journal
North Somerset Times
Okehampton Times
Oxford Mail
PA Media
Parking Review
Pirate FM
Planet Rock Radio
Plymouth Herald
Plymouth Live
Plympton, Plymstock & Ivybridge News
Radio Exe
Radio Scilly
Radstock Nub News
Reach Plc
Salisbury Journal
Saltash Observer
Sedgemoor Apple
SH Magazine
Shepton Mallet Journal
Sherborne Times
Shire
Sidmouth Herald
Somerset County Gazette
Somerset Live
Somerset Living
Source FM
South Bristol Voice
South Hams Newspapers
South West Business Insider
St Austell Voice
St Ives Times & Echo
St. George & Redfield Voice
Sunshine Radio 106.2, 107 & 107.8 FM
Swanage & Wareham Advertiser
Swanage & Wareham Voice
Swindon 24
Swindon Advertiser
Swindon Business News
Swindon Star

SWNS.com
Tavistock Times Gazette
Teignmouth News
Teignmouth Post
That's Salisbury TV
The Bath Chronicle
The Business Exchange Bath & Somerset
The Construction Index
The Cornishman
the Devon week
The Exeter Daily
The Leveller
The Moorlander
The Packet Series
The Pigeon (Bristol)
The Plympton Podcast
The Sun
The Voice North Devon
The Wiltshire Star
The Wotton Times
Thornbury Gazette
Thornbury Voice
Torbay Weekly
Totnes Times
Transport + Energy
Transport Infrastructure News
Transport Network
Truro Voice
Tunnels & Tunnelling International
Ujima Radio 98FM
University Radio Bath
Utility Week
WalesOnline
Warminster Journal
Wave 105.2 FM
Wellington Weekly News
Wells Voice
West Briton
West Somerset Free Press
West Somerset News Trader
Western Daily Press
Western Gazette

Western Morning News
Weston & Somerset Mercury
White Horse News
Wilderness
Wilts and Gloucestershire Standard
Wiltshire Times
Wiltshire Today
Xpression FM
Yate & Sodbury Gazette
Yate & Sodbury Voice

Appendix 7.28

Photograph of 2022 engagement van


national highways
A358 Taunton to Southfields Dualling Scheme
Have your say by Sunday 26 June
www.nationalhighways.co.uk/a358-taunton-to-southfields

Appendix 8.1

Summary of matters raised by the general public in response to the 2022 supplementary consultation and National Highways response

Table Number	Table Title
Appendix Table 8.1A	Summary of matters raised in relation to Q1a of the feedback questionnaire in relation to proposal to remove the Nexus 25 roundabout and replace it with a signalised junction and the National Highways response.
Appendix Table 8.1B	Summary of matters raised in relation to Q1b of the feedback questionnaire in relation to proposals for Mattock's Tree Green junction. and the National Highways response.
Appendix Table 8.1C	Summary of matters raised in relation to Q1c of the feedback questionnaire in relation to proposed changes to the new bridge at Bickenhall Lane and the National Highways response.
Appendix Table 8.1D	Summary of matters raised in relation to Q1d of the feedback questionnaire in relation to proposal for the new connecting link road between Capland Lane and Village Road and the National Highways response.
Appendix Table 8.1E	Summary of matters raised in relation to Q1e of the feedback questionnaire in relation to proposed changes to some local roads and the National Highways response.
Appendix Table 8.1F	Summary of matters raised in relation to Q2 of the feedback questionnaire in relation to proposed changes for walkers, cyclists and horse-riders, including disabled users. and the National Highways response.
Appendix Table 8.1G	Summary of matters raised in relation to Q3 of the feedback questionnaire in relation to proposed changes for environmental mitigation and the National Highways response.
Appendix Table 8.1H	Summary of matters raised in relation to Q4 of the feedback questionnaire in relation to proposals for the new location for the main construction compound and the National Highways response.
Appendix Table 8.1I	Summary of matters raised in relation to Q5 of the feedback questionnaire in relation to any other comments in relation to the proposals and the National Highways response.

Appendix Table 8.1A Summary of matters raised in relation to Q1a of the feedback questionnaire in relation to proposal to remove the Nexus 25 roundabout and replace it with a signalised junction and the National Highways response

Row ID	Topic	Matters raised in response to consultation – matters copied verbatim	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Y/N or N/A)
1	Alternatives to the scheme	Feels changes to the Southfields roundabout would be a better solution rather than Nexus.	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
2	Alternatives to the scheme	Suggests that a Henlade Bypass and a solution at the A303 Ilminster roundabout would be more than sufficient to tackle the congestion problems, and that all other development is not required.	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 Chapter 3 Assessment of Alternatives of the Environmental Statement (Document Reference 6.2). Please refer to Chapter 2 of the Consultation Report (Document Reference 5.1) for further information. The section between Thornfalcon and southfields is required to provide a continuous high quality and 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
3	Alternatives to the scheme	Objects to the replacement of the roundabout with multi-lane traffic lights and suggests that a footbridge that would cater for vulnerable road users would be safer. Highlights that the Nexus estate has not yet been built and that the Dual carriageway Trunk road needs to be free flowing without the need of vulnerable users crossing at grade. Additionally suggests that a left hand free flow link directly to the M5 Southbound would be helpful.	The proposed design change to have the Nexus 25 junction as a signalised junction would better accommodate a crossing of the A358 for walkers and cyclists. The proposed signalised junction would provide adequate capacity for the predicted traffic flows and allow more control over traffic movements by linking the operation of the signals to those at the M5 junction 25 roundabout and Taunton Gateway Park and Ride. By adding a signalised junction, all traffic will be able to pass through the junction without experiencing any excessive delays, even at peak times.	No
4	Biodiversity	Concerned about the loss of the newly planted trees around the roundabout and requests they be moved and saved.	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	N/A

Appendix Table 8.1A Summary of matters raised in relation to Q1a of the feedback questionnaire in relation to proposal to remove the Nexus 25 roundabout and replace it with a signalised junction and the National Highways response

Row ID	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)
			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. The suitability of specific trees for translocation will be assessed during detailed design. The suitability of planting around the Nexus roundabout will be reviewed during this process and translocated wherever possible.	
5	Climate	Concern about removing the Nexus roundabouts impact on the climate emergency.	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
6	Climate	Concern about Co2 impact of replacing the roundabout.	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
7	Construction	Concern regarding how traffic flow will be managed during the long construction phase, particularly with the alterations to the roundabout.	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	N/A

Row ID	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)
			out how the impact of construction on the environment, the road network and local communities will be managed. National Highways continues to collaborate with the local highway authority, Somerset Council, to identify and manage any potential mitigation measures required. Phasing of the works depends on a number of factors and will be optimised for delivery of the scheme as a whole. Should the application be approved, the contractor will produce an updated Construction Traffic Management Plan (Document Reference 6.2, Appendix 2.1, Annex B) as part of the detailed design stage. This would plan the construction phasing, which would be in discussion and agreement with Somerset Council.	
8	Construction	Work should happen at the same time as works to the J25 roundabout to mitigate traffic impact in and out of Taunton.	National Highways is committed to keeping the A358 open to traffic during construction and will seek to minimise disruption while maintaining highway safety. The Environmental Management Plan (Document Reference 6.4, Appendix 2.1) and Construction Traffic Management Plan (Document Reference 6.4, Appendix 2.1, Annex B) set out how the impact of construction on the environment, the road network and local communities will be managed. National Highways continues to collaborate with the local highway authority, Somerset Council, to identify and manage any potential mitigation measures required. Phasing of the works depends on a number of factors and will be optimised for delivery of the scheme as a whole. Should the application be approved, the contractor will produce an updated Construction Traffic Management Plan (Document Reference 6.2, Appendix 2.1, Annex B) as part of the detailed design stage. This would plan the construction phasing, which would be in discussion and agreement with Somerset Council.	N/A
9	Consultation	Concerned that the consultation only asks about junction 25 rather than the section from J25 to Mattock's Tree Green junction, particularly in relation to the additional traffic via Lower Henlade, Haydon and Stoke St Mary.	A Technical Traffic Note was published to help people understand the likely traffic impacts of the proposed scheme so that they could make an informed response to the statutory consultation. The note was sufficiently detailed for the purposes of consultation and included information about traffic modelling, traffic flow and journey time, value for money assessment and impacts of Covid-19 on traffic. To support the supplementary consultation, an updated Technical Traffic Note was published, which included additional information on likely junction performance, accidents and mitigation on the local road network and proposed design changes. Furthermore, a 2D interactive mapping tool was provided to demonstrate traffic flow information, routeing and journey times. The methodology and results of the traffic modelling is reported in more detail in the Combined Modelling and Appraisal Report (Document Reference 7.4). As set out in Chapters 4 and 7 of the Consultation Report (Document Reference 5.1), consultation encompassed a wide range of activities to help ensure people could access information, ask questions of the team and provide feedback via a variety of methods. For example, National Highways ensured that a variety of response mechanisms were available, including hard copies of documents made available on request, at in-person events or at deposit locations, with freepost return. Details are provided in the Consultation Report Chapters 4 and 7 (Document Reference 5.1). This was in addition to complement email and online feedback options. A freephone service also helped to ensure people could get in touch if they had any queries or problems. The consultation questionnaire was also designed to include space to add any additional comments on the proposals that had not been captured within the questions provided.	N/A
10	Consultation	Considers that it is hard to ascertain exactly what is proposed or judge its benefits based on the information supplied within the consultation. Comment that it is hoped that the future development of Nexus 25 is being considering in the planning for this area.	Consultation Report Chapters 4 and 7 (Document Reference 5.1) sets out the documents that were made available and where during the consultation. The level of information was appropriate for the nature of this Nationally Significant Infrastructure Project, and acknowledging the range of interests in the scheme, provided both technical and non-technical summaries of key documents to help all groups of people get involved and have their say. National Highways also provided a range of activities and feedback mechanisms throughout the consultation period including in-person events, webinars, webchats, and freephone service to help ensure the consultation and its content was accessible and understandable.	N/A
11	Economics	Concern regarding waste of public finances and would rather public funds were used to ensure a workable traffic plan, with 21st century solutions that will allow traffic to flow freely along the full length of the planned A358 development than the current plan which places the absolute reverse at both ends.	Somerset County Council completed an improvement scheme at M5 junction 25 in January 2021. This has increased the capacity at the roundabout and its approach arms significantly as the roundabout has been widened from three to four lanes. As part of the A358 Taunton to Southfields Dualling scheme, further enhancements are proposed at M5 junction 25, which would mean it would continue to operate within its capacity. The results of associated traffic modelling for M5 junction 25 are reported in the Combined Modelling and Appraisal Report (Document Reference 7.4).	No

Appendix Table 8.1A Summary of matters raised in relation to Q1a of the feedback questionnaire in relation to proposal to remove the Nexus 25 roundabout and replace it with a signalised junction and the National Highways response

Row ID	Topic	Matters raised in response to consultation – matters copied verbatim	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Y/N or N/A)
			National Highways has undertaken traffic modelling to assess how the Nexus 25 roundabout would operate under future conditions with different forms of junction. The results shows that the proposed changes to the Nexus 25 junction are necessary to provide additional capacity to cater for the increased traffic volumes that are forecast to travel along the A358 with the scheme in place, and that a signalised junction best accommodates this traffic. A signalised junction allows for at-grade pedestrian crossing facilities to be incorporated and allows for the operation of the junction to be linked to M5 junction 25 to ensure effective operational performance of both junctions. 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.	
12	Economics	Opposed to further expenditure after £18million was used for the Nexus 25 roundabout. Suggestion that the roundabout should be incorporated in to the overall design, not replaced.	National Highways has been liaising closely with Somerset Council (formerly Somerset County Council) during the development of the scheme. Somerset County Council were granted planning approval for the M5 junction 25 improvements, which included the new Nexus 25 roundabout, in March 2018. In early 2018 the A358 Taunton to Southfields Dualling Scheme (the scheme) consulted on route options. Prior to that approval and in January/February 2018, the 'Pink' option was considered to be the best performing, and it included a direct connection from the A358 to a new motorway junction south of junction 25. Somerset County Council therefore reasonably assumed in their design of the M5 junction improvements that the scheme would be constructed in line with the 'Pink' option, as that was the most likely configuration of the scheme at the time. Following options consultation in January/February 2018 the affordability of the scheme and the impact on public open spaces was reviewed by National Highways and the direct connection to a new M5 junction was removed from the scheme. This resulted in the 'Pink Modified' option, which was announced as the preferred route by National Highways in June 2019. In the meantime, Somerset County Council had already appointed their contractors for the construction of their M5 junction 25 improvements in February 2019 and the construction work began in July 2019. Any delay to the more advanced M5 junction 25 works to take into account the change from the A358 arrangement proposed in the 'Pink' option to 'Pink Modified' option would have been unreasonable at that time and could have jeopardised that important project. The proposed design change to have the Nexus 25 junction as a signalised junction would better accommodate a crossing of the A358 for walkers and cyclists. The proposed signalised crossing would provide adequate capacity for the predicted traffic flows and allow more control over traffic movements by linking the operation of the signals to those at the M5 junction 25 roundabout and Taunton Gateway Park and Ride. The signalised crossing is incorporated into the timings and has no significant effect on the time given to vehicle traffic.	N/A

Row ID	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)
			There is no significant difference in the amount of delay between a signalised Nexus 25 junction versus an enlarged roundabout arrangement during typical peak period operation. The signalisation allows better control of traffic flows, and accommodation of tidal movements into and out of the Nexus 25 employment site at different times of day. National Highways has undertaken operational modelling of all junctions along the A358 corridor, including the upgraded Nexus 25 junction. These confirm that all junctions along the A358 will operate within their practical capacity in the forecast situation, with the upgraded A358, and full build out of local developments such as the Nexus 25 employment site. 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).	
13	Economics	Objects to plans to remove a nearly completed roundabout.	National Highways has been liaising closely with Somerset Council (formerly Somerset County Council) during the development of the scheme. Somerset County Council were granted planning approval for the M5 junction 25 improvements, which included the new Nexus 25 roundabout, in March 2018. In early 2018 the A358 Taunton to Southfields Dualling Scheme (the scheme) consulted on route options. Prior to that approval and in January/February 2018, the 'Pink' option was considered to be the best performing, and it included a direct connection from the A358 to a new motorway junction south of junction 25. Somerset County Council therefore reasonably assumed in their design of the M5 junction improvements that the scheme would be constructed in line with the 'Pink' option, as that was the most likely configuration of the scheme at the time. Following options consultation in January/February 2018 the affordability of the scheme and the impact on public open spaces was reviewed by National Highways and the direct connection to a new M5 junction was removed from the scheme. This resulted in the 'Pink Modified' option, which was announced as the preferred route by National Highways in June 2019. In the meantime, Somerset County Council had already appointed their contractors for the construction of their M5 junction 25 improvements in February 2019 and the construction work began in July 2019. Any delay to the more advanced M5 junction 25 works to take into account the change from the A358 arrangement proposed in the 'Pink' option to 'Pink Modified' option would have been unreasonable at that time and could have jeopardised that important project. The proposed design change to have the Nexus 25 junction as a signalised junction would better accommodate a crossing of the A358 for walkers and cyclists. The proposed signalised crossing would provide adequate capacity for the predicted traffic flows and allow more control over traffic movements by linking the operation of the signals to those at the M5 junction 25 roundabout and Taunton Gateway Park and Ride. The signalised crossing is incorporated into the timings and has no significant effect on the time given to vehicle traffic. There is no significant difference in the amount of delay between a signalised Nexus 25 junction versus an enlarged roundabout arrangement during typical peak period operation. The signalisation allows better control of traffic flows, and accommodation of tidal movements into and out of the Nexus 25 employment site at different times of day. National Highways has undertaken operational modelling of all junctions along the A358 corridor, including the upgraded Nexus 25 junction. These confirm that all junctions along the A358 will operate within their practical capacity in the forecast situation, with the upgraded A358, and full build out of local developments such as the Nexus 25 employment site. 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
14	Economics	The gain of removing the recently completed roundabout seems dubious and the cost significant.	National Highways has been liaising closely with Somerset Council (formerly Somerset County Council) during the development of the scheme. Somerset County Council were granted planning approval for the M5 junction 25 improvements, which included the new Nexus 25 roundabout, in March 2018. In early 2018 the A358 Taunton to Southfields Dualling Scheme (the scheme) consulted on route options.	N/A

Row ID	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)
			Prior to that approval and in January/February 2018, the 'Pink' option was considered to be the best performing, and it included a direct connection from the A358 to a new motorway junction south of junction 25. Somerset County Council therefore reasonably assumed in their design of the M5 junction improvements that the scheme would be constructed in line with the 'Pink' option, as that was the most likely configuration of the scheme at the time. Following options consultation in January/February 2018 the affordability of the scheme and the impact on public open spaces was reviewed by National Highways and the direct connection to a new M5 junction was removed from the scheme. This resulted in the 'Pink Modified' option, which was announced as the preferred route by National Highways in June 2019. In the meantime, Somerset County Council had already appointed their contractors for the construction of their M5 junction 25 improvements in February 2019 and the construction work began in July 2019. Any delay to the more advanced M5 junction 25 works to take into account the change from the A358 arrangement proposed in the 'Pink' option to 'Pink Modified' option would have been unreasonable at that time and could have jeopardised that important project. The proposed design change to have the Nexus 25 junction as a signalised junction would better accommodate a crossing of the A358 for walkers and cyclists. The proposed signalised crossing would provide adequate capacity for the predicted traffic flows and allow more control over traffic movements by linking the operation of the signals to those at the M5 junction 25 roundabout and Taunton Gateway Park and Ride. The signalised crossing is incorporated into the timings and has no significant effect on the time given to vehicle traffic. There is no significant difference in the amount of delay between a signalised Nexus 25 junction versus an enlarged roundabout arrangement during typical peak period operation. The signalisation allows better control of traffic flows, and accommodation of tidal movements into and out of the Nexus 25 employment site at different times of day. National Highways has undertaken operational modelling of all junctions along the A358 corridor, including the upgraded Nexus 25 junction. These confirm that all junctions along the A358 will operate within their practical capacity in the forecast situation, with the upgraded A358, and full build out of local developments such as the Nexus 25 employment site. 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).	
15	Economics	Queries if the developer of Nexus is contributing to the additional cost and abortive costs already incurred.	National Highways has been liaising closely with Somerset Council (formerly Somerset County Council) during the development of the scheme. Somerset County Council were granted planning approval for the M5 junction 25 improvements, which included the new Nexus 25 roundabout, in March 2018. In early 2018 the A358 Taunton to Southfields Dualling Scheme (the scheme) consulted on route options. Prior to that approval and in January/February 2018, the 'Pink' option was considered to be the best performing, and it included a direct connection from the A358 to a new motorway junction south of junction 25. Somerset County Council therefore reasonably assumed in their design of the M5 junction improvements that the scheme would be constructed in line with the 'Pink' option, as that was the most likely configuration of the scheme at the time. Following options consultation in January/February 2018 the affordability of the scheme and the impact on public open spaces was reviewed by National Highways and the direct connection to a new M5 junction was removed from the scheme. This resulted in the 'Pink Modified' option, which was announced as the preferred route by National Highways in June 2019. In the meantime, Somerset County Council had already appointed their contractors for the construction of their M5 junction 25 improvements in February 2019 and the construction work began in July 2019.	N/A

Row ID	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)
			Any delay to the more advanced M5 junction 25 works to take into account the change from the A358 arrangement proposed in the 'Pink' option to 'Pink Modified' option would have been unreasonable at that time and could have jeopardised that important project. The proposed design change to have the Nexus 25 junction as a signalised junction would better accommodate a crossing of the A358 for walkers and cyclists. The proposed signalised crossing would provide adequate capacity for the predicted traffic flows and allow more control over traffic movements by linking the operation of the signals to those at the M5 junction 25 roundabout and Taunton Gateway Park and Ride. The signalised crossing is incorporated into the timings and has no significant effect on the time given to vehicle traffic. There is no significant difference in the amount of delay between a signalised Nexus 25 junction versus an enlarged roundabout arrangement during typical peak period operation. The signalisation allows better control of traffic flows, and accommodation of tidal movements into and out of the Nexus 25 employment site at different times of day. National Highways has undertaken operational modelling of all junctions along the A358 corridor, including the upgraded Nexus 25 junction. These confirm that all junctions along the A358 will operate within their practical capacity in the forecast situation, with the upgraded A358, and full build out of local developments such as the Nexus 25 employment site. 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).	
16	Economics	Considers the cost of the nexus signalised junction to be a waste of money given the cost of the roundabout that was recently constructed.	National Highways has been liaising closely with Somerset Council (formerly Somerset County Council) during the development of the scheme. Somerset County Council were granted planning approval for the M5 junction 25 improvements, which included the new Nexus 25 roundabout, in March 2018. In early 2018 the A358 Taunton to Southfields Dualling Scheme (the scheme) consulted on route options. Prior to that approval and in January/February 2018, the 'Pink' option was considered to be the best performing, and it included a direct connection from the A358 to a new motorway junction south of junction 25. Somerset County Council therefore reasonably assumed in their design of the M5 junction improvements that the scheme would be constructed in line with the 'Pink' option, as that was the most likely configuration of the scheme at the time. Following options consultation in January/February 2018 the affordability of the scheme and the impact on public open spaces was reviewed by National Highways and the direct connection to a new M5 junction was removed from the scheme. This resulted in the 'Pink Modified' option, which was announced as the preferred route by National Highways in June 2019. In the meantime, Somerset County Council had already appointed their contractors for the construction of their M5 junction 25 improvements in February 2019 and the construction work began in July 2019. Any delay to the more advanced M5 junction 25 works to take into account the change from the A358 arrangement proposed in the 'Pink' option to 'Pink Modified' option would have been unreasonable at that time and could have jeopardised that important project. The proposed design change to have the Nexus 25 junction as a signalised junction would better accommodate a crossing of the A358 for walkers and cyclists. The proposed signalised crossing would provide adequate capacity for the predicted traffic flows and allow more control over traffic movements by linking the operation of the signals to those at the M5 junction 25 roundabout and Taunton Gateway Park and Ride. The signalised crossing is incorporated into the timings and has no significant effect on the time given to vehicle traffic. There is no significant difference in the amount of delay between a signalised Nexus 25 junction versus an enlarged roundabout arrangement during typical peak period operation. The signalisation allows better control of traffic flows, and accommodation of tidal movements into and out of the Nexus 25 employment site at different times of day.	N/A

Row ID	Topic	Matters raised in response to consultation – matters copied verbatim	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Y/N or N/A)
			National Highways has undertaken operational modelling of all junctions along the A358 corridor, including the upgraded Nexus 25 junction. These confirm that all junctions along the A358 will operate within their practical capacity in the forecast situation, with the upgraded A358, and full build out of local developments such as the Nexus 25 employment site. 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).	
17	Economics	Concerned the proposal to demolish the new roundabout and replace with signalised junction is a waste of money and will not create traffic flow.	The proposed design change to have the Nexus 25 junction as a signalised junction would better accommodate a crossing of the A358 for walkers and cyclists. The proposed signalised crossing would provide adequate capacity for the predicted traffic flows and allow more control over traffic movements by linking the operation of the signals to those at the M5 junction 25 roundabout and Taunton Gateway Park and Ride. The signalised crossing is incorporated into the timings and has no significant effect on the time given to vehicle traffic. There is no significant difference in the amount of delay between a signalised Nexus 25 junction versus an enlarged roundabout arrangement during typical peak period operation. The signalisation allows better control of traffic flows, and accommodation of tidal movements into and out of the Nexus 25 employment site at different times of day. National Highways has undertaken operational modelling of all junctions along the A358 corridor, including the upgraded Nexus 25 junction. These confirm that all junctions along the A358 will operate within their practical capacity in the forecast situation, with the upgraded A358, and full build out of local developments such as the Nexus 25 employment site. 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
18	Economics	Supports proposals but considers it a waste of money building the roundabout before finalising other road structures and routes.	National Highways has been liaising closely with Somerset Council (formerly Somerset County Council) during the development of the scheme. Somerset County Council were granted planning approval for the M5 junction 25 improvements, which included the new Nexus 25 roundabout, in March 2018. In early 2018 the A358 Taunton to Southfields Dualling Scheme (the scheme) consulted on route options. Prior to that approval and in January/February 2018, the 'Pink' option was considered to be the best performing, and it included a direct connection from the A358 to a new motorway junction south of junction 25. Somerset County Council therefore reasonably assumed in their design of the M5 junction improvements that the scheme would be constructed in line with the 'Pink' option, as that was the most likely configuration of the scheme at the time. Following options consultation in January/February 2018 the affordability of the scheme and the impact on public open spaces was reviewed by National Highways and the direct connection to a new M5 junction was removed from the scheme. This resulted in the 'Pink Modified' option, which was announced as the preferred route by National Highways in June 2019. In the meantime, Somerset County Council had already appointed their contractors for the construction of their M5 junction 25 improvements in February 2019 and the construction work began in July 2019. Any delay to the more advanced M5 junction 25 works to take into account the change from the A358 arrangement proposed in the 'Pink' option to 'Pink Modified' option would have been unreasonable at that time and could have jeopardised that important project. The proposed design change to have the Nexus 25 junction as a signalised junction would better accommodate a crossing of the A358 for walkers and cyclists. The proposed signalised crossing would provide adequate capacity for the predicted traffic flows and allow more control over traffic movements by linking the operation of the signals to those at the M5 junction 25 roundabout and Taunton Gateway Park and Ride. The signalised crossing is incorporated into the timings and has no significant effect on the time given to vehicle traffic. There is no significant difference in the amount of delay between a signalised Nexus 25 junction versus an enlarged roundabout arrangement during typical peak period operation. The signalisation allows better control of traffic flows, and accommodation of tidal movements into and out of the Nexus 25 employment site at different	No

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			times of day. National Highways has undertaken operational modelling of all junctions along the A358 corridor, including the upgraded Nexus 25 junction. These confirm that all junctions along the A358 will operate within their practical capacity in the forecast situation, with the upgraded A358, and full build out of local developments such as the Nexus 25 employment site. 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).	
19	Economics	Concern over value for money given roundabout works have recently been completed at cost to tax payer.	National Highways has been liaising closely with Somerset Council (formerly Somerset County Council) during the development of the scheme. Somerset County Council were granted planning approval for the M5 junction 25 improvements, which included the new Nexus 25 roundabout, in March 2018. In early 2018 the A358 Taunton to Southfields Dualling Scheme (the scheme) consulted on route options. Prior to that approval and in January/February 2018, the 'Pink' option was considered to be the best performing, and it included a direct connection from the A358 to a new motorway junction south of junction 25. Somerset County Council therefore reasonably assumed in their design of the M5 junction improvements that the scheme would be constructed in line with the 'Pink' option, as that was the most likely configuration of the scheme at the time. Following options consultation in January/February 2018 the affordability of the scheme and the impact on public open spaces was reviewed by National Highways and the direct connection to a new M5 junction was removed from the scheme. This resulted in the 'Pink Modified' option, which was announced as the preferred route by National Highways in June 2019. In the meantime, Somerset County Council had already appointed their contractors for the construction of their M5 junction 25 improvements in February 2019 and the construction work began in July 2019. Any delay to the more advanced M5 junction 25 works to take into account the change from the A358 arrangement proposed in the 'Pink' option to 'Pink Modified' option would have been unreasonable at that time and could have jeopardised that important project. The proposed design change to have the Nexus 25 junction as a signalised junction would better accommodate a crossing of the A358 for walkers and cyclists. The proposed signalised crossing would provide adequate capacity for the predicted traffic flows and allow more control over traffic movements by linking the operation of the signals to those at the M5 junction 25 roundabout and Taunton Gateway Park and Ride. The signalised crossing is incorporated into the timings and has no significant effect on the time given to vehicle traffic. There is no significant difference in the amount of delay between a signalised Nexus 25 junction versus an enlarged roundabout arrangement during typical peak period operation. The signalisation allows better control of traffic flows, and accommodation of tidal movements into and out of the Nexus 25 employment site at different times of day. National Highways has undertaken operational modelling of all junctions along the A358 corridor, including the upgraded Nexus 25 junction. These confirm that all junctions along the A358 will operate within their practical capacity in the forecast situation, with the upgraded A358, and full build out of local developments such as the Nexus 25 employment site. 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
20	Economics	Notes roundabout currently works well and considers it would be a waste of taxpayers money to replace.	National Highways has been liaising closely with Somerset Council (formerly Somerset County Council) during the development of the scheme. Somerset County Council were granted planning approval for the M5 junction 25 improvements, which included the new Nexus 25 roundabout, in March 2018. In early 2018 the A358 Taunton to Southfields Dualling Scheme (the scheme) consulted on route options. Prior to that approval and in January/February 2018, the 'Pink' option was considered to be the best performing, and it included a direct connection from the A358 to a new motorway junction south of junction 25. Somerset	No

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			County Council therefore reasonably assumed in their design of the M5 junction improvements that the scheme would be constructed in line with the 'Pink' option, as that was the most likely configuration of the scheme at the time. Following options consultation in January/February 2018 the affordability of the scheme and the impact on public open spaces was reviewed by National Highways and the direct connection to a new M5 junction was removed from the scheme. This resulted in the 'Pink Modified' option, which was announced as the preferred route by National Highways in June 2019. In the meantime, Somerset County Council had already appointed their contractors for the construction of their M5 junction 25 improvements in February 2019 and the construction work began in July 2019. Any delay to the more advanced M5 junction 25 works to take into account the change from the A358 arrangement proposed in the 'Pink' option to 'Pink Modified' option would have been unreasonable at that time and could have jeopardised that important project. The proposed design change to have the Nexus 25 junction as a signalised junction would better accommodate a crossing of the A358 for walkers and cyclists. The proposed signalised crossing would provide adequate capacity for the predicted traffic flows and allow more control over traffic movements by linking the operation of the signals to those at the M5 junction 25 roundabout and Taunton Gateway Park and Ride. The signalised crossing is incorporated into the timings and has no significant effect on the time given to vehicle traffic. There is no significant difference in the amount of delay between a signalised Nexus 25 junction versus an enlarged roundabout arrangement during typical peak period operation. The signalisation allows better control of traffic flows, and accommodation of tidal movements into and out of the Nexus 25 employment site at different times of day. National Highways has undertaken operational modelling of all junctions along the A358 corridor, including the upgraded Nexus 25 junction. These confirm that all junctions along the A358 will operate within their practical capacity in the forecast situation, with the upgraded A358, and full build out of local developments such as the Nexus 25 employment site. 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).	
21	Economics	Concerned Nexus 25 works have already cost the taxpayer significant money and considers it unjustified to replace the work again with traffic lights.	National Highways has been liaising closely with Somerset Council (formerly Somerset County Council) during the development of the scheme. Somerset County Council were granted planning approval for the M5 junction 25 improvements, which included the new Nexus 25 roundabout, in March 2018. In early 2018 the A358 Taunton to Southfields Dualling Scheme (the scheme) consulted on route options. Prior to that approval and in January/February 2018, the 'Pink' option was considered to be the best performing, and it included a direct connection from the A358 to a new motorway junction south of junction 25. Somerset County Council therefore reasonably assumed in their design of the M5 junction improvements that the scheme would be constructed in line with the 'Pink' option, as that was the most likely configuration of the scheme at the time. Following options consultation in January/February 2018 the affordability of the scheme and the impact on public open spaces was reviewed by National Highways and the direct connection to a new M5 junction was removed from the scheme. This resulted in the 'Pink Modified' option, which was announced as the preferred route by National Highways in June 2019. In the meantime, Somerset County Council had already appointed their contractors for the construction of their M5 junction 25 improvements in February 2019 and the construction work began in July 2019. Any delay to the more advanced M5 junction 25 works to take into account the change from the A358 arrangement proposed in the 'Pink' option to 'Pink Modified' option would have been unreasonable at that time and could have jeopardised that important project.	No

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			The proposed design change to have the Nexus 25 junction as a signalised junction would better accommodate a crossing of the A358 for walkers and cyclists. The proposed signalised crossing would provide adequate capacity for the predicted traffic flows and allow more control over traffic movements by linking the operation of the signals to those at the M5 junction 25 roundabout and Taunton Gateway Park and Ride. The signalised crossing is incorporated into the timings and has no significant effect on the time given to vehicle traffic. There is no significant difference in the amount of delay between a signalised Nexus 25 junction versus an enlarged roundabout arrangement during typical peak period operation. The signalisation allows better control of traffic flows, and accommodation of tidal movements into and out of the Nexus 25 employment site at different times of day. National Highways has undertaken operational modelling of all junctions along the A358 corridor, including the upgraded Nexus 25 junction. These confirm that all junctions along the A358 will operate within their practical capacity in the forecast situation, with the upgraded A358, and full build out of local developments such as the Nexus 25 employment site. 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).	
22	Economics	Supports proposals but considers it a large waste of money given roundabout was only recently built.	National Highways has been liaising closely with Somerset Council (formerly Somerset County Council) during the development of the scheme. Somerset County Council were granted planning approval for the M5 junction 25 improvements, which included the new Nexus 25 roundabout, in March 2018. In early 2018 the A358 Taunton to Southfields Dualling Scheme (the scheme) consulted on route options. Prior to that approval and in January/February 2018, the 'Pink' option was considered to be the best performing, and it included a direct connection from the A358 to a new motorway junction south of junction 25. Somerset County Council therefore reasonably assumed in their design of the M5 junction improvements that the scheme would be constructed in line with the 'Pink' option, as that was the most likely configuration of the scheme at the time. Following options consultation in January/February 2018 the affordability of the scheme and the impact on public open spaces was reviewed by National Highways and the direct connection to a new M5 junction was removed from the scheme. This resulted in the 'Pink Modified' option, which was announced as the preferred route by National Highways in June 2019. In the meantime, Somerset County Council had already appointed their contractors for the construction of their M5 junction 25 improvements in February 2019 and the construction work began in July 2019. Any delay to the more advanced M5 junction 25 works to take into account the change from the A358 arrangement proposed in the 'Pink' option to 'Pink Modified' option would have been unreasonable at that time and could have jeopardised that important project. The proposed design change to have the Nexus 25 junction as a signalised junction would better accommodate a crossing of the A358 for walkers and cyclists. The proposed signalised crossing would provide adequate capacity for the predicted traffic flows and allow more control over traffic movements by linking the operation of the signals to those at the M5 junction 25 roundabout and Taunton Gateway Park and Ride. The signalised crossing is incorporated into the timings and has no significant effect on the time given to vehicle traffic. There is no significant difference in the amount of delay between a signalised Nexus 25 junction versus an enlarged roundabout arrangement during typical peak period operation. The signalisation allows better control of traffic flows, and accommodation of tidal movements into and out of the Nexus 25 employment site at different times of day. National Highways has undertaken operational modelling of all junctions along the A358 corridor, including the upgraded Nexus 25 junction. These confirm that all junctions along the A358 will operate within their practical capacity in the forecast situation, with the upgraded A358, and full build out of local developments such as the	No

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			Nexus 25 employment site. 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).	
23	Economics	Considers replacing a brand new roundabout a waste of money that evidences a lack of joined up thinking. Notes the money saved on not doing it could be spent on proper segregated cycle lanes.	National Highways has been liaising closely with Somerset Council (formerly Somerset County Council) during the development of the scheme. Somerset County Council were granted planning approval for the M5 junction 25 improvements, which included the new Nexus 25 roundabout, in March 2018. In early 2018 the A358 Taunton to Southfields Dualling Scheme (the scheme) consulted on route options. Prior to that approval and in January/February 2018, the 'Pink' option was considered to be the best performing, and it included a direct connection from the A358 to a new motorway junction south of junction 25. Somerset County Council therefore reasonably assumed in their design of the M5 junction improvements that the scheme would be constructed in line with the 'Pink' option, as that was the most likely configuration of the scheme at the time. Following options consultation in January/February 2018 the affordability of the scheme and the impact on public open spaces was reviewed by National Highways and the direct connection to a new M5 junction was removed from the scheme. This resulted in the 'Pink Modified' option, which was announced as the preferred route by National Highways in June 2019. In the meantime, Somerset County Council had already appointed their contractors for the construction of their M5 junction 25 improvements in February 2019 and the construction work began in July 2019. Any delay to the more advanced M5 junction 25 works to take into account the change from the A358 arrangement proposed in the 'Pink' option to 'Pink Modified' option would have been unreasonable at that time and could have jeopardised that important project. The proposed design change to have the Nexus 25 junction as a signalised junction would better accommodate a crossing of the A358 for walkers and cyclists. The proposed signalised crossing would provide adequate capacity for the predicted traffic flows and allow more control over traffic movements by linking the operation of the signals to those at the M5 junction 25 roundabout and Taunton Gateway Park and Ride. The signalised crossing is incorporated into the timings and has no significant effect on the time given to vehicle traffic. There is no significant difference in the amount of delay between a signalised Nexus 25 junction versus an enlarged roundabout arrangement during typical peak period operation. The signalisation allows better control of traffic flows, and accommodation of tidal movements into and out of the Nexus 25 employment site at different times of day. National Highways has undertaken operational modelling of all junctions along the A358 corridor, including the upgraded Nexus 25 junction. These confirm that all junctions along the A358 will operate within their practical capacity in the forecast situation, with the upgraded A358, and full build out of local developments such as the Nexus 25 employment site. 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
24	Economics	Considers proposals a waste of money. Notes that signalised junction was the original plan but was replaced by the Nexus roundabout.	National Highways has been liaising closely with Somerset Council (formerly Somerset County Council) during the development of the scheme. Somerset County Council were granted planning approval for the M5 junction 25 improvements, which included the new Nexus 25 roundabout, in March 2018. In early 2018 the A358 Taunton to Southfields Dualling Scheme (the scheme) consulted on route options. Prior to that approval and in January/February 2018, the 'Pink' option was considered to be the best performing, and it included a direct connection from the A358 to a new motorway junction south of junction 25. Somerset County Council therefore reasonably assumed in their design of the M5 junction improvements that the scheme would be constructed in line with the 'Pink' option, as that was the most likely configuration of the scheme at the time. Following options consultation in January/February 2018 the affordability of the scheme and the impact on public	No

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			open spaces was reviewed by National Highways and the direct connection to a new M5 junction was removed from the scheme. This resulted in the 'Pink Modified' option, which was announced as the preferred route by National Highways in June 2019. In the meantime, Somerset County Council had already appointed their contractors for the construction of their M5 junction 25 improvements in February 2019 and the construction work began in July 2019. Any delay to the more advanced M5 junction 25 works to take into account the change from the A358 arrangement proposed in the 'Pink' option to 'Pink Modified' option would have been unreasonable at that time and could have jeopardised that important project. The proposed design change to have the Nexus 25 junction as a signalised junction would better accommodate a crossing of the A358 for walkers and cyclists. The proposed signalised crossing would provide adequate capacity for the predicted traffic flows and allow more control over traffic movements by linking the operation of the signals to those at the M5 junction 25 roundabout and Taunton Gateway Park and Ride. The signalised crossing is incorporated into the timings and has no significant effect on the time given to vehicle traffic. There is no significant difference in the amount of delay between a signalised Nexus 25 junction versus an enlarged roundabout arrangement during typical peak period operation. The signalisation allows better control of traffic flows, and accommodation of tidal movements into and out of the Nexus 25 employment site at different times of day. National Highways has undertaken operational modelling of all junctions along the A358 corridor, including the upgraded Nexus 25 junction. These confirm that all junctions along the A358 will operate within their practical capacity in the forecast situation, with the upgraded A358, and full build out of local developments such as the Nexus 25 employment site. 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).	
25	Economics	Considers the proposals at Nexus 25 roundabout is a waste of money and demonstrates a lack of foresight.	National Highways has been liaising closely with Somerset Council (formerly Somerset County Council) during the development of the scheme. Somerset County Council were granted planning approval for the M5 junction 25 improvements, which included the new Nexus 25 roundabout, in March 2018. In early 2018 the A358 Taunton to Southfields Dualling Scheme (the scheme) consulted on route options. Prior to that approval and in January/February 2018, the 'Pink' option was considered to be the best performing, and it included a direct connection from the A358 to a new motorway junction south of junction 25. Somerset County Council therefore reasonably assumed in their design of the M5 junction improvements that the scheme would be constructed in line with the 'Pink' option, as that was the most likely configuration of the scheme at the time. Following options consultation in January/February 2018 the affordability of the scheme and the impact on public open spaces was reviewed by National Highways and the direct connection to a new M5 junction was removed from the scheme. This resulted in the 'Pink Modified' option, which was announced as the preferred route by National Highways in June 2019. In the meantime, Somerset County Council had already appointed their contractors for the construction of their M5 junction 25 improvements in February 2019 and the construction work began in July 2019. Any delay to the more advanced M5 junction 25 works to take into account the change from the A358 arrangement proposed in the 'Pink' option to 'Pink Modified' option would have been unreasonable at that time and could have jeopardised that important project. The proposed design change to have the Nexus 25 junction as a signalised junction would better accommodate a crossing of the A358 for walkers and cyclists. The proposed signalised crossing would provide adequate capacity for the predicted traffic flows and allow more control over traffic movements by linking the operation of the signals to those at the M5 junction 25 roundabout and Taunton Gateway Park and Ride. The signalised crossing is	No

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			incorporated into the timings and has no significant effect on the time given to vehicle traffic. There is no significant difference in the amount of delay between a signalised Nexus 25 junction versus an enlarged roundabout arrangement during typical peak period operation. The signalisation allows better control of traffic flows, and accommodation of tidal movements into and out of the Nexus 25 employment site at different times of day. National Highways has undertaken operational modelling of all junctions along the A358 corridor, including the upgraded Nexus 25 junction. These confirm that all junctions along the A358 will operate within their practical capacity in the forecast situation, with the upgraded A358, and full build out of local developments such as the Nexus 25 employment site. 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).	
26	Economics	Considers proposals unnecessary and a waste of money given recent substantial works.	National Highways has been liaising closely with Somerset Council (formerly Somerset County Council) during the development of the scheme. Somerset County Council were granted planning approval for the M5 junction 25 improvements, which included the new Nexus 25 roundabout, in March 2018. In early 2018 the A358 Taunton to Southfields Dualling Scheme (the scheme) consulted on route options. Prior to that approval and in January/February 2018, the 'Pink' option was considered to be the best performing, and it included a direct connection from the A358 to a new motorway junction south of junction 25. Somerset County Council therefore reasonably assumed in their design of the M5 junction improvements that the scheme would be constructed in line with the 'Pink' option, as that was the most likely configuration of the scheme at the time. Following options consultation in January/February 2018 the affordability of the scheme and the impact on public open spaces was reviewed by National Highways and the direct connection to a new M5 junction was removed from the scheme. This resulted in the 'Pink Modified' option, which was announced as the preferred route by National Highways in June 2019. In the meantime, Somerset County Council had already appointed their contractors for the construction of their M5 junction 25 improvements in February 2019 and the construction work began in July 2019. Any delay to the more advanced M5 junction 25 works to take into account the change from the A358 arrangement proposed in the 'Pink' option to 'Pink Modified' option would have been unreasonable at that time and could have jeopardised that important project. The proposed design change to have the Nexus 25 junction as a signalised junction would better accommodate a crossing of the A358 for walkers and cyclists. The proposed signalised crossing would provide adequate capacity for the predicted traffic flows and allow more control over traffic movements by linking the operation of the signals to those at the M5 junction 25 roundabout and Taunton Gateway Park and Ride. The signalised crossing is incorporated into the timings and has no significant effect on the time given to vehicle traffic. There is no significant difference in the amount of delay between a signalised Nexus 25 junction versus an enlarged roundabout arrangement during typical peak period operation. The signalisation allows better control of traffic flows, and accommodation of tidal movements into and out of the Nexus 25 employment site at different times of day. National Highways has undertaken operational modelling of all junctions along the A358 corridor, including the upgraded Nexus 25 junction. These confirm that all junctions along the A358 will operate within their practical capacity in the forecast situation, with the upgraded A358, and full build out of local developments such as the Nexus 25 employment site. 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
27	Economics	Supports the improvement however, unhappy with the waste of public money regarding the recently completed roundabout.	National Highways has been liaising closely with Somerset Council (formerly Somerset County Council) during the development of the scheme. Somerset County Council were granted planning approval for the M5 junction 25	No

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			improvements, which included the new Nexus 25 roundabout, in March 2018. In early 2018 the A358 Taunton to Southfields Dualling Scheme (the scheme) consulted on route options. Prior to that approval and in January/February 2018, the 'Pink' option was considered to be the best performing, and it included a direct connection from the A358 to a new motorway junction south of junction 25. Somerset County Council therefore reasonably assumed in their design of the M5 junction improvements that the scheme would be constructed in line with the 'Pink' option, as that was the most likely configuration of the scheme at the time. Following options consultation in January/February 2018 the affordability of the scheme and the impact on public open spaces was reviewed by National Highways and the direct connection to a new M5 junction was removed from the scheme. This resulted in the 'Pink Modified' option, which was announced as the preferred route by National Highways in June 2019. In the meantime, Somerset County Council had already appointed their contractors for the construction of their M5 junction 25 improvements in February 2019 and the construction work began in July 2019. Any delay to the more advanced M5 junction 25 works to take into account the change from the A358 arrangement proposed in the 'Pink' option to 'Pink Modified' option would have been unreasonable at that time and could have jeopardised that important project. The proposed design change to have the Nexus 25 junction as a signalised junction would better accommodate a crossing of the A358 for walkers and cyclists. The proposed signalised crossing would provide adequate capacity for the predicted traffic flows and allow more control over traffic movements by linking the operation of the signals to those at the M5 junction 25 roundabout and Taunton Gateway Park and Ride. The signalised crossing is incorporated into the timings and has no significant effect on the time given to vehicle traffic. There is no significant difference in the amount of delay between a signalised Nexus 25 junction versus an enlarged roundabout arrangement during typical peak period operation. The signalisation allows better control of traffic flows, and accommodation of tidal movements into and out of the Nexus 25 employment site at different times of day. National Highways has undertaken operational modelling of all junctions along the A358 corridor, including the upgraded Nexus 25 junction. These confirm that all junctions along the A358 will operate within their practical capacity in the forecast situation, with the upgraded A358, and full build out of local developments such as the Nexus 25 employment site. 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).	
28	Economics	Concern raised about the cost implications of destroying the newly-created Nexus 25 roundabout, together with the disruption to traffic flows during re-construction, as this appears inconsistent with the pressure throughout the lifetime of this scheme to reduce its overall cost. Highlights that they were exposed to the scheme with the 2007 Highways Agency publication PR 181/06.	National Highways has been liaising closely with Somerset Council (formerly Somerset County Council) during the development of the scheme. Somerset County Council were granted planning approval for the M5 junction 25 improvements, which included the new Nexus 25 roundabout, in March 2018. In early 2018 the A358 Taunton to Southfields Dualling Scheme (the scheme) consulted on route options. Prior to that approval and in January/February 2018, the 'Pink' option was considered to be the best performing, and it included a direct connection from the A358 to a new motorway junction south of junction 25. Somerset County Council therefore reasonably assumed in their design of the M5 junction improvements that the scheme would be constructed in line with the 'Pink' option, as that was the most likely configuration of the scheme at the time. Following options consultation in January/February 2018 the affordability of the scheme and the impact on public open spaces was reviewed by National Highways and the direct connection to a new M5 junction was removed from the scheme. This resulted in the 'Pink Modified' option, which was announced as the preferred route by National Highways in June 2019. In the meantime, Somerset County Council had already appointed their contractors for the construction of their M5	No

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			junction 25 improvements in February 2019 and the construction work began in July 2019. Any delay to the more advanced M5 junction 25 works to take into account the change from the A358 arrangement proposed in the 'Pink' option to 'Pink Modified' option would have been unreasonable at that time and could have jeopardised that important project. The proposed design change to have the Nexus 25 junction as a signalised junction would better accommodate a crossing of the A358 for walkers and cyclists. The proposed signalised crossing would provide adequate capacity for the predicted traffic flows and allow more control over traffic movements by linking the operation of the signals to those at the M5 junction 25 roundabout and Taunton Gateway Park and Ride. The signalised crossing is incorporated into the timings and has no significant effect on the time given to vehicle traffic. There is no significant difference in the amount of delay between a signalised Nexus 25 junction versus an enlarged roundabout arrangement during typical peak period operation. The signalisation allows better control of traffic flows, and accommodation of tidal movements into and out of the Nexus 25 employment site at different times of day. National Highways has undertaken operational modelling of all junctions along the A358 corridor, including the upgraded Nexus 25 junction. These confirm that all junctions along the A358 will operate within their practical capacity in the forecast situation, with the upgraded A358, and full build out of local developments such as the Nexus 25 employment site. 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).	
29	Economics	Considers the proposal reflective of the schemes faults given new roadway will be removed to accommodate inconsistencies in the scheme design.	National Highways has been liaising closely with Somerset Council (formerly Somerset County Council) during the development of the scheme. Somerset County Council were granted planning approval for the M5 junction 25 improvements, which included the new Nexus 25 roundabout, in March 2018. In early 2018 the A358 Taunton to Southfields Dualling Scheme (the scheme) consulted on route options. Prior to that approval and in January/February 2018, the 'Pink' option was considered to be the best performing, and it included a direct connection from the A358 to a new motorway junction south of junction 25. Somerset County Council therefore reasonably assumed in their design of the M5 junction improvements that the scheme would be constructed in line with the 'Pink' option, as that was the most likely configuration of the scheme at the time. Following options consultation in January/February 2018 the affordability of the scheme and the impact on public open spaces was reviewed by National Highways and the direct connection to a new M5 junction was removed from the scheme. This resulted in the 'Pink Modified' option, which was announced as the preferred route by National Highways in June 2019. In the meantime, Somerset County Council had already appointed their contractors for the construction of their M5 junction 25 improvements in February 2019 and the construction work began in July 2019. Any delay to the more advanced M5 junction 25 works to take into account the change from the A358 arrangement proposed in the 'Pink' option to 'Pink Modified' option would have been unreasonable at that time and could have jeopardised that important project. The proposed design change to have the Nexus 25 junction as a signalised junction would better accommodate a crossing of the A358 for walkers and cyclists. The proposed signalised crossing would provide adequate capacity for the predicted traffic flows and allow more control over traffic movements by linking the operation of the signals to those at the M5 junction 25 roundabout and Taunton Gateway Park and Ride. The signalised crossing is incorporated into the timings and has no significant effect on the time given to vehicle traffic. There is no significant difference in the amount of delay between a signalised Nexus 25 junction versus an enlarged roundabout arrangement during typical peak period operation. The signalisation allows better control of traffic flows, and accommodation of tidal movements into and out of the Nexus 25 employment site at different	No

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			times of day. National Highways has undertaken operational modelling of all junctions along the A358 corridor, including the upgraded Nexus 25 junction. These confirm that all junctions along the A358 will operate within their practical capacity in the forecast situation, with the upgraded A358, and full build out of local developments such as the Nexus 25 employment site. 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).	
30	Economics	Considers there to be a lack of coordination with SCC which has led to a waste of money building the current roundabout.	National Highways has been liaising closely with Somerset Council (formerly Somerset County Council) during the development of the scheme. Somerset County Council were granted planning approval for the M5 junction 25 improvements, which included the new Nexus 25 roundabout, in March 2018. In early 2018 the A358 Taunton to Southfields Dualling Scheme (the scheme) consulted on route options. Prior to that approval and in January/February 2018, the 'Pink' option was considered to be the best performing, and it included a direct connection from the A358 to a new motorway junction south of junction 25. Somerset County Council therefore reasonably assumed in their design of the M5 junction improvements that the scheme would be constructed in line with the 'Pink' option, as that was the most likely configuration of the scheme at the time. Following options consultation in January/February 2018 the affordability of the scheme and the impact on public open spaces was reviewed by National Highways and the direct connection to a new M5 junction was removed from the scheme. This resulted in the 'Pink Modified' option, which was announced as the preferred route by National Highways in June 2019. In the meantime, Somerset County Council had already appointed their contractors for the construction of their M5 junction 25 improvements in February 2019 and the construction work began in July 2019. Any delay to the more advanced M5 junction 25 works to take into account the change from the A358 arrangement proposed in the 'Pink' option to 'Pink Modified' option would have been unreasonable at that time and could have jeopardised that important project. The proposed design change to have the Nexus 25 junction as a signalised junction would better accommodate a crossing of the A358 for walkers and cyclists. The proposed signalised crossing would provide adequate capacity for the predicted traffic flows and allow more control over traffic movements by linking the operation of the signals to those at the M5 junction 25 roundabout and Taunton Gateway Park and Ride. The signalised crossing is incorporated into the timings and has no significant effect on the time given to vehicle traffic. There is no significant difference in the amount of delay between a signalised Nexus 25 junction versus an enlarged roundabout arrangement during typical peak period operation. The signalisation allows better control of traffic flows, and accommodation of tidal movements into and out of the Nexus 25 employment site at different times of day. National Highways has undertaken operational modelling of all junctions along the A358 corridor, including the upgraded Nexus 25 junction. These confirm that all junctions along the A358 will operate within their practical capacity in the forecast situation, with the upgraded A358, and full build out of local developments such as the Nexus 25 employment site. 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
31	Economics	Queries whether NH will reimburse the community tax payers of Taunton Deane the millions of pound spent on the roundabout which is set to be replaced with the signalised junction.	National Highways has been liaising closely with Somerset Council (formerly Somerset County Council) during the development of the scheme. Somerset County Council were granted planning approval for the M5 junction 25 improvements, which included the new Nexus 25 roundabout, in March 2018. In early 2018 the A358 Taunton to Southfields Dualling Scheme (the scheme) consulted on route options. Prior to that approval and in January/February 2018, the 'Pink' option was considered to be the best performing, and it included a direct connection from the A358 to a new motorway junction south of junction 25. Somerset	No

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			County Council therefore reasonably assumed in their design of the M5 junction improvements that the scheme would be constructed in line with the 'Pink' option, as that was the most likely configuration of the scheme at the time. Following options consultation in January/February 2018 the affordability of the scheme and the impact on public open spaces was reviewed by National Highways and the direct connection to a new M5 junction was removed from the scheme. This resulted in the 'Pink Modified' option, which was announced as the preferred route by National Highways in June 2019. In the meantime, Somerset County Council had already appointed their contractors for the construction of their M5 junction 25 improvements in February 2019 and the construction work began in July 2019. Any delay to the more advanced M5 junction 25 works to take into account the change from the A358 arrangement proposed in the 'Pink' option to 'Pink Modified' option would have been unreasonable at that time and could have jeopardised that important project. The proposed design change to have the Nexus 25 junction as a signalised junction would better accommodate a crossing of the A358 for walkers and cyclists. The proposed signalised crossing would provide adequate capacity for the predicted traffic flows and allow more control over traffic movements by linking the operation of the signals to those at the M5 junction 25 roundabout and Taunton Gateway Park and Ride. The signalised crossing is incorporated into the timings and has no significant effect on the time given to vehicle traffic. There is no significant difference in the amount of delay between a signalised Nexus 25 junction versus an enlarged roundabout arrangement during typical peak period operation. The signalisation allows better control of traffic flows, and accommodation of tidal movements into and out of the Nexus 25 employment site at different times of day. National Highways has undertaken operational modelling of all junctions along the A358 corridor, including the upgraded Nexus 25 junction. These confirm that all junctions along the A358 will operate within their practical capacity in the forecast situation, with the upgraded A358, and full build out of local developments such as the Nexus 25 employment site. 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).	
32	Economics	Feels should not spend large amounts of money trying to make the Nexus roundabout pedestrian friendly.	National Highways has been liaising closely with Somerset Council (formerly Somerset County Council) during the development of the scheme. Somerset County Council were granted planning approval for the M5 junction 25 improvements, which included the new Nexus 25 roundabout, in March 2018. In early 2018 the A358 Taunton to Southfields Dualling Scheme (the scheme) consulted on route options. Prior to that approval and in January/February 2018, the 'Pink' option was considered to be the best performing, and it included a direct connection from the A358 to a new motorway junction south of junction 25. Somerset County Council therefore reasonably assumed in their design of the M5 junction improvements that the scheme would be constructed in line with the 'Pink' option, as that was the most likely configuration of the scheme at the time. Following options consultation in January/February 2018 the affordability of the scheme and the impact on public open spaces was reviewed by National Highways and the direct connection to a new M5 junction was removed from the scheme. This resulted in the 'Pink Modified' option, which was announced as the preferred route by National Highways in June 2019. In the meantime, Somerset County Council had already appointed their contractors for the construction of their M5 junction 25 improvements in February 2019 and the construction work began in July 2019. Any delay to the more advanced M5 junction 25 works to take into account the change from the A358 arrangement proposed in the 'Pink' option to 'Pink Modified' option would have been unreasonable at that time and could have jeopardised that important project.	No

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			The proposed design change to have the Nexus 25 junction as a signalised junction would better accommodate a crossing of the A358 for walkers and cyclists. The proposed signalised crossing would provide adequate capacity for the predicted traffic flows and allow more control over traffic movements by linking the operation of the signals to those at the M5 junction 25 roundabout and Taunton Gateway Park and Ride. The signalised crossing is incorporated into the timings and has no significant effect on the time given to vehicle traffic. There is no significant difference in the amount of delay between a signalised Nexus 25 junction versus an enlarged roundabout arrangement during typical peak period operation. The signalisation allows better control of traffic flows, and accommodation of tidal movements into and out of the Nexus 25 employment site at different times of day. National Highways has undertaken operational modelling of all junctions along the A358 corridor, including the upgraded Nexus 25 junction. These confirm that all junctions along the A358 will operate within their practical capacity in the forecast situation, with the upgraded A358, and full build out of local developments such as the Nexus 25 employment site. 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).	
33	Economics	Concerned millions has already been spent on the works and considered in austere times this would be better spent elsewhere. Concerned scheme lacks joined up thinking and therefore worried about the future mistakes that may be present across the scheme.	National Highways has been liaising closely with Somerset Council (formerly Somerset County Council) during the development of the scheme. Somerset County Council were granted planning approval for the M5 junction 25 improvements, which included the new Nexus 25 roundabout, in March 2018. In early 2018 the A358 Taunton to Southfields Dualling Scheme (the scheme) consulted on route options. Prior to that approval and in January/February 2018, the 'Pink' option was considered to be the best performing, and it included a direct connection from the A358 to a new motorway junction south of junction 25. Somerset County Council therefore reasonably assumed in their design of the M5 junction improvements that the scheme would be constructed in line with the 'Pink' option, as that was the most likely configuration of the scheme at the time. Following options consultation in January/February 2018 the affordability of the scheme and the impact on public open spaces was reviewed by National Highways and the direct connection to a new M5 junction was removed from the scheme. This resulted in the 'Pink Modified' option, which was announced as the preferred route by National Highways in June 2019. In the meantime, Somerset County Council had already appointed their contractors for the construction of their M5 junction 25 improvements in February 2019 and the construction work began in July 2019. Any delay to the more advanced M5 junction 25 works to take into account the change from the A358 arrangement proposed in the 'Pink' option to 'Pink Modified' option would have been unreasonable at that time and could have jeopardised that important project. The proposed design change to have the Nexus 25 junction as a signalised junction would better accommodate a crossing of the A358 for walkers and cyclists. The proposed signalised crossing would provide adequate capacity for the predicted traffic flows and allow more control over traffic movements by linking the operation of the signals to those at the M5 junction 25 roundabout and Taunton Gateway Park and Ride. The signalised crossing is incorporated into the timings and has no significant effect on the time given to vehicle traffic. There is no significant difference in the amount of delay between a signalised Nexus 25 junction versus an enlarged roundabout arrangement during typical peak period operation. The signalisation allows better control of traffic flows, and accommodation of tidal movements into and out of the Nexus 25 employment site at different times of day. National Highways has undertaken operational modelling of all junctions along the A358 corridor, including the upgraded Nexus 25 junction. These confirm that all junctions along the A358 will operate within their practical capacity in the forecast situation, with the upgraded A358, and full build out of local developments such as the	No

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			Nexus 25 employment site. 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).	
34	Economics	Considers the junction will make no difference as states National Highways have already spend a vast amount of money building the roundabout as the best solution.	National Highways has been liaising closely with Somerset Council (formerly Somerset County Council) during the development of the scheme. Somerset County Council were granted planning approval for the M5 junction 25 improvements, which included the new Nexus 25 roundabout, in March 2018. In early 2018 the A358 Taunton to Southfields Dualling Scheme (the scheme) consulted on route options. Prior to that approval and in January/February 2018, the 'Pink' option was considered to be the best performing, and it included a direct connection from the A358 to a new motorway junction south of junction 25. Somerset County Council therefore reasonably assumed in their design of the M5 junction improvements that the scheme would be constructed in line with the 'Pink' option, as that was the most likely configuration of the scheme at the time. Following options consultation in January/February 2018 the affordability of the scheme and the impact on public open spaces was reviewed by National Highways and the direct connection to a new M5 junction was removed from the scheme. This resulted in the 'Pink Modified' option, which was announced as the preferred route by National Highways in June 2019. In the meantime, Somerset County Council had already appointed their contractors for the construction of their M5 junction 25 improvements in February 2019 and the construction work began in July 2019. Any delay to the more advanced M5 junction 25 works to take into account the change from the A358 arrangement proposed in the 'Pink' option to 'Pink Modified' option would have been unreasonable at that time and could have jeopardised that important project. The proposed design change to have the Nexus 25 junction as a signalised junction would better accommodate a crossing of the A358 for walkers and cyclists. The proposed signalised crossing would provide adequate capacity for the predicted traffic flows and allow more control over traffic movements by linking the operation of the signals to those at the M5 junction 25 roundabout and Taunton Gateway Park and Ride. The signalised crossing is incorporated into the timings and has no significant effect on the time given to vehicle traffic. There is no significant difference in the amount of delay between a signalised Nexus 25 junction versus an enlarged roundabout arrangement during typical peak period operation. The signalisation allows better control of traffic flows, and accommodation of tidal movements into and out of the Nexus 25 employment site at different times of day. National Highways has undertaken operational modelling of all junctions along the A358 corridor, including the upgraded Nexus 25 junction. These confirm that all junctions along the A358 will operate within their practical capacity in the forecast situation, with the upgraded A358, and full build out of local developments such as the Nexus 25 employment site. 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
35	Engineering design	Suggestion that the A358 should pass under or over the Nexus access road with a bridge or underpass to reduce stopping and delays for through traffic, improve access and safety and provide high quality crossing for WCH.	At Nexus 25, the signalised junction will serve not only the new A358, but also the connections into the proposed Nexus 25 employment site and to the Taunton Gateway Park and Ride and local connections into Henlade and Creech St Michael. Given this, and the proximity of Nexus 25 to M5 junction 25, a grade separated junction with a bridge is not considered to be appropriate at this location.	No
36	Engineering design	Queries how cycling and pedestrian movements from Taunton, Ruishton and other locations are prioritised across the new road at the signalised junction. Concerned the pedestrian crossing has a long transition between the east and west carriageways and suggests this is reduced to promote easier pedestrian and cyclist movement.	A new Toucan crossing of the scheme between M5 junction 25 and the Nexus 25 roundabout would replace the existing crossing. At present, users cross five lanes in three stages, with one or two lanes in each stage. The scheme would also be three stages but users would be crossing two or three lanes in each stage and refuges would be provided between each stage. The scheme crossing would comply with design standards and the traffic signal control would give walkers and cyclists priority to cross when road traffic is compelled to stop at a red light. The lights would allow sufficient time for users to cross and only change to green for vehicles to proceed when the crossing is clear.	No

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			As an alternative and depending on origin/destination, some users could cross the link nearer to M5 junction 25. The existing Toucans provide a two-stage crossing with two or three lanes in each stage.	
37	Engineering design	Concerned that the plans for a signalised junction do not include a tunnel cycleway under the M5.	The scheme would not affect the extant walking and cycling routes at M5 junction 25, and would not trigger any need for improvement. The pedestrian and cycle route between Blackbrook and the Nexus 25 development is not within the remit of this scheme. However, the scheme maintains the existing dedicated route for pedestrians and cyclists through M5 junction 25 and the Nexus 25 junction. National Highways will continue to work to monitor this location and identify priorities for any potential future funding opportunities, if appropriate.	No
38	Engineering design	Concerned no attempt has been made to provide easy access to the park and ride. Suggests should be provided as a priority and NH should commit to supporting public transport options so that traffic could access the Park and Ride for Taunton and boost the economy.	Access to the existing Taunton Gateway Park and Ride facility is maintained through the existing A358 connection via Mattocks Tree Junction and the existing entrance via the M5 junction 25 roundabout.	No
39	Engineering design	Notes the current layout of the lanes of the Nexus 25 is confusing for drivers, requests confirmation that the proposed design will work for users.	Advance direction signs as well as lane markings are to be incorporated into the design to ensure appropriate wayfinding on the approach to the proposed signalised junction	N/A
40	Engineering design	Concern that there is no regard to public transport and coached inter change facility at junction 25. States the scheme should provide a proper bus and coach interchange where the M5 meets the A358. States the painted bus stop by the filling station with no shelter or signage and lack of bus link to town at j25 must be relocated to the front of a remodelled park and ride site, with shelter and toilets. Considers this bus stop should be accessible to touring coaches too.	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
41	Engineering design	Suggests removing the roundabout and building an over or underbridge for the Nexus traffic which can then use the old A358 to access J25 without disrupting the main traffic. Suggests adding a free flow slip from A358W to the M5 south slip road to make it a more attractable route to the A303, and adding an east facing slip roads to the Nexus bridge if found to be needed to avoid traffic going through Henlade.	At Nexus 25, the signalised junction will serve not only the new A358, but also the connections into the proposed Nexus 25 employment site and to the Taunton Gateway Park and Ride and local connections into Henlade and Creech St Michael. Given this, and the proximity of Nexus 25 to M5 junction 25, a grade separated junction with a bridge is not considered to be appropriate at this location.	No
42	Engineering design	Suggests providing bridge across the new A358 to the new business park, and then connect to the old road and use that for all the local connections to J25.	At Nexus 25, the signalised junction will serve not only the new A358, but also the connections into the proposed Nexus 25 employment site and to the Taunton Gateway Park and Ride and local connections into Henlade and Creech St Michael. Given this, and the proximity of Nexus 25 to M5 junction 25, a grade separated junction with a bridge is not considered to be appropriate at this location.	No
43	Engineering design	Instead of proposed signalised junction at Nexus suggests providing a bridge over or under the new A358, to keep commuter and long distance travellers separate and increase the options for walking, cycling and bus alternatives, and provide high quality routes for those modes.	At Nexus 25, the signalised junction will serve not only the new A358, but also the connections into the proposed Nexus 25 employment site and to the Taunton Gateway Park and Ride and local connections into Henlade and Creech St Michael. Given this, and the proximity of Nexus 25 to M5 junction 25, a grade separated junction with a bridge is not considered to be appropriate at this location.	No
44	Engineering design	Concern about the proposed Nexus junction and suggests replacing the traffic lights with a bridge over the top and south / east bound on and off slips. Suggest a segregated left turn from A358 north/westbound, onto the M5 southbound.	At Nexus 25, the signalised junction will serve not only the new A358, but also the connections into the proposed Nexus 25 employment site and to the Taunton Gateway Park and Ride and local connections into Henlade and Creech St Michael. Given this, and the proximity of Nexus 25 to M5 junction 25, a grade separated junction with a bridge is not considered to be appropriate at this location.	No
45	Engineering design	Concern that the Nexus 25 signalised junction does not comply with the GD300 guidelines.	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	No

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			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. The DMRB covers a suite of different standards that are used for the design of motorway and all-purpose trunk road schemes. As with any major highways scheme, there are both scheme specific objectives and scheme specific constraints that must be considered alongside the requirements and advice included within DMRB. As part of the work undertaken during early project stages and announced in June 2019 as the preferred route, it was decided that the scheme was to run between M5 junction 25/Nexus 25 and Southfields roundabout. At Nexus 25, the signalised junction will serve not only the new A358, but also the connections into the proposed Nexus 25 employment site and to the Taunton Gateway Park and Ride and local connections into Henlade and Creech St Michael. Given this, and the proximity of Nexus 25 to junction 25, a grade separated junction is not considered to be feasible at this location.	
46	Engineering design	Comment that the existing roundabout is badly designed and that they support change to the design.	National Highways acknowledges the general support received in relation to the design proposals.	Yes
47	Engineering design	Considers proposed signalised junction adequate.	National Highways acknowledges the general support received in relation to the design proposals.	Yes
48	Engineering design	Supports proposal to replace Nexus 25 roundabout with signalised junction.	National Highways acknowledges the general support received in relation to the design proposals.	Yes
49	Engineering design	Considers proposals a great improvement.	National Highways acknowledges the range of views expressed, including those received in support of the scheme.	No
50	Engineering design	Supports measures that facilitate the provision of a new road bypassing Henlade.	National Highways acknowledges the range of views expressed, including those received in support of the scheme.	No
51	Engineering design	Supports proposals as the decision making will be taken by the lights rather than the drivers.	National Highways acknowledges the range of views expressed, including those received in support of the scheme.	No
52	Engineering design	Supports proposals as considers signalised junctions safer.	National Highways acknowledges the range of views expressed, including those received in support of the scheme.	No
53	Engineering design	Considers there are lack of vision regarding the design and suggests a futureproofed grade separated junction to and from M5 Southbound should be implemented as part of the Henlade bypass.	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 Chapter 3 Assessment of Alternatives of the Environmental Statement (Document Reference 6.2). Please refer to Chapter 2 of this Consultation Report for further information.	No
54	Engineering design	Feels that the design and engineering of the roundabout is poor, alongside the adverse camber and the indiscriminate road markings.	National Highways acknowledges the response provided. The proposed design change to have the Nexus 25 junction as a signalised junction would better accommodate a crossing of the A358 for walkers and cyclists. The proposed signalised junction would provide adequate capacity for the predicted traffic flows and allow more control over traffic movements by linking the operation of the signals to those at the M5 junction 25 roundabout and Taunton Gateway Park and Ride.	N/A
55	Engineering design	Suggests the bus-gate at Ilminster Road is removed and the road is realigned to allow traffic through to South Taunton, alleviating the Toneway.	The potential of opening the bus only road link at Old Ilminster Road (off Blackbrook Park Avenue) to general traffic has been discussed with Somerset Council as the local highway authority responsible for that part of the road network. Such a proposal would not be supported by Somerset Council on the basis that the bus only link is an essential component of bus priority measures in the town that would be lost if the road were to be shared with general traffic. Somerset Council has recently approved a Bus Service Improvement Plan and the loss of this link would be in direct contradiction of it.	No
56	Engineering design	Requests consideration be had for access to Gateway Park and Ride site from the new west bound carriageway to the southern side of the park and ride. States this option will remove the need for a signalised junction. States consideration should be had for access from Ruishton Lane junction to reduce existing tailbacks and that at the junction centre hatching should be provided to prevent the junction from becoming blocked.	National Highways has been liaising closely with Somerset Council (formerly Somerset County Council) during the development of the scheme. Somerset County Council were granted planning approval for the M5 junction 25 improvements, which included the new Nexus 25 roundabout, in March 2018. In early 2018 the A358 Taunton to Southfields Dualling Scheme (the scheme) consulted on route options. Prior to that approval and in January/February 2018, the 'Pink' option was considered to be the best performing,	No

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			and it included a direct connection from the A358 to a new motorway junction south of junction 25. Somerset County Council therefore reasonably assumed in their design of the M5 junction improvements that the scheme would be constructed in line with the 'Pink' option, as that was the most likely configuration of the scheme at the time. Following options consultation in January/February 2018 the affordability of the scheme and the impact on public open spaces was reviewed by National Highways and the direct connection to a new M5 junction was removed from the scheme. This resulted in the 'Pink Modified' option, which was announced as the preferred route by National Highways in June 2019. In the meantime, Somerset County Council had already appointed their contractors for the construction of their M5 junction 25 improvements in February 2019 and the construction work began in July 2019. Any delay to the more advanced M5 junction 25 works to take into account the change from the A358 arrangement proposed in the 'Pink' option to 'Pink Modified' option would have been unreasonable at that time and could have jeopardised that important project. The proposed design change to have the Nexus 25 junction as a signalised junction would better accommodate a crossing of the A358 for walkers and cyclists. The proposed signalised crossing would provide adequate capacity for the predicted traffic flows and allow more control over traffic movements by linking the operation of the signals to those at the M5 junction 25 roundabout and Taunton Gateway Park and Ride. The signalised crossing is incorporated into the timings and has no significant effect on the time given to vehicle traffic. There is no significant difference in the amount of delay between a signalised Nexus 25 junction versus an enlarged roundabout arrangement during typical peak period operation. The signalisation allows better control of traffic flows, and accommodation of tidal movements into and out of the Nexus 25 employment site at different times of day.	
57	Engineering design	Considers the lanes approaching the Nexus 25 Junction should be narrowed similar to the A1 near Newcastle Upon Tyne to reduce crossing width. States physical barriers (e.g. railings) should be provided to protect and separate pedestrians and cyclists from motor vehicles on the roundabout as well as the A358 up until the Nexus 25 junction.	Proposed lane widths in the vicinity of the proposed Nexus 25 are a minimum of 3.65 metres. Pedestrians and cyclists would be separated from road traffic by a horizontal buffer, the width of which would be wider for higher speed limits.	N/A
58	Engineering design	Concerned the signalised junction will slow traffic down. Considers the junction should be a free flowing roundabout and considers it a waste of money to make it pedestrian friendly in a desolate place.	The proposed design change to have the Nexus 25 junction as a signalised junction would better accommodate a crossing of the A358 for walkers and cyclists. The proposed signalised junction would provide adequate capacity for the predicted traffic flows and allow more control over traffic movements by linking the operation of the signals to those at the M5 junction 25 roundabout and Taunton Gateway Park and Ride.	No
59	Engineering design	Considers the signalised junction is located too close to the Blackbrook Roundabout and states it should be moved away to account for queueing at both junctions as well as only allowing the road to be six lanes wide overall.	The proposed design change to have the Nexus 25 junction as a signalised junction would better accommodate a crossing of the A358 for walkers and cyclists. The proposed signalised junction would provide adequate capacity for the predicted traffic flows and allow more control over traffic movements by linking the operation of the signals to those at the M5 junction 25 roundabout and Taunton Gateway Park and Ride.	No
60	Engineering design	States the Nexus 25 roundabout should be left in as traffic moves faster on a roundabout	The proposed design change to have the Nexus 25 junction as a signalised junction would better accommodate a crossing of the A358 for walkers and cyclists. The proposed signalised junction would provide adequate capacity for the predicted traffic flows and allow more control over traffic movements by linking the operation of the signals to those at the M5 junction 25 roundabout and Taunton Gateway Park and Ride.	No
61	Engineering design	Notes that roundabouts with 3 or 4 arms work well.	The proposed design change to have the Nexus 25 junction as a signalised junction would better accommodate a crossing of the A358 for walkers and cyclists. The proposed signalised junction would provide adequate capacity for the predicted traffic flows and allow more control over traffic movements by linking the operation of the signals to those at the M5 junction 25 roundabout and Taunton Gateway Park and Ride.	No
62	Engineering design	Suggests that a footbridge would be more appropriate if the aim is to get pedestrians across.	The proposed design change to have the Nexus 25 junction as a signalised junction would better accommodate a crossing of the A358 for walkers and cyclists. The proposed signalised junction would provide adequate capacity for the predicted traffic flows and allow more control over traffic movements by linking the operation of the signals to those at the M5 junction 25 roundabout and Taunton Gateway Park and Ride.	No

Row ID	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)
63	Engineering design	Suggests a signalised roundabout to better utlise the infrastructure that has already been built.	The proposed design change to have the Nexus 25 junction as a signalised junction would better accommodate a crossing of the A358 for walkers and cyclists. The proposed signalised junction would provide adequate capacity for the predicted traffic flows and allow more control over traffic movements by linking the operation of the signals to those at the M5 junction 25 roundabout and Taunton Gateway Park and Ride.	No
64	Engineering design	Suggests keeping the Nexus 25 roundabout and combining it with signaling to allow pedestrians safe passage.	The proposed design change to have the Nexus 25 junction as a signalised junction would better accommodate a crossing of the A358 for walkers and cyclists. The proposed signalised junction would provide adequate capacity for the predicted traffic flows and allow more control over traffic movements by linking the operation of the signals to those at the M5 junction 25 roundabout and Taunton Gateway Park and Ride.	No
65	Engineering design	Suggests marking out the area with lanes that fit large lorries on bends and information that is consistent during the drive through, provide a proper slip road to M5 south and integrate the traffic lights in the area.	The proposed design change to have the Nexus 25 junction as a signalised junction would better accommodate a crossing of the A358 for walkers and cyclists. The proposed signalised junction would provide adequate capacity for the predicted traffic flows and allow more control over traffic movements by linking the operation of the signals to those at the M5 junction 25 roundabout and Taunton Gateway Park and Ride.	No
66	Engineering design	States there is no need to remove the roundabout at nexus.	The proposed design change to have the Nexus 25 junction as a signalised junction would better accommodate a crossing of the A358 for walkers and cyclists. The proposed signalised junction would provide adequate capacity for the predicted traffic flows and allow more control over traffic movements by linking the operation of the signals to those at the M5 junction 25 roundabout and Taunton Gateway Park and Ride.	No
67	Engineering design	Objects to proposals for a signalised junction as considers the current new roundabout works well.	The proposed design change to have the Nexus 25 junction as a signalised junction would better accommodate a crossing of the A358 for walkers and cyclists. The proposed signalised junction would provide adequate capacity for the predicted traffic flows and allow more control over traffic movements by linking the operation of the signals to those at the M5 junction 25 roundabout and Taunton Gateway Park and Ride. By adding a signalised junction, all traffic will be able to pass through the junction without experiencing any excessive delays, even at peak times.	No
68	Engineering design	Notes need to fully consider proposals as part of the whole scheme.	The proposed design change to have the Nexus 25 junction as a signalised junction would better accommodate a crossing of the A358 for walkers and cyclists. The proposed signalised junction would provide adequate capacity for the predicted traffic flows and allow more control over traffic movements by linking the operation of the signals to those at the M5 junction 25 roundabout and Taunton Gateway Park and Ride. By adding a signalised junction, all traffic will be able to pass through the junction without experiencing any excessive delays, even at peak times.	No
69	Engineering design	Considers proposals unneccesary.	The proposed design change to have the Nexus 25 junction as a signalised junction would better accommodate a crossing of the A358 for walkers and cyclists. The proposed signalised junction would provide adequate capacity for the predicted traffic flows and allow more control over traffic movements by linking the operation of the signals to those at the M5 junction 25 roundabout and Taunton Gateway Park and Ride. By adding a signalised junction, all traffic will be able to pass through the junction without experiencing any excessive delays, even at peak times.	No
70	Engineering design	Considers the proposal a complete fiasco, speeding through traffic from the A303 onto the M5 with traffic lights and spending millions on new roundabouts & then abandoning them. Requests either separating the through A303/M5 traffic from the traffic to Taunton, with a new bridge over the motorway, or the whole dualling project will be a complete waste of money.	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 Chapter 3 Assessment of Alternatives of the Environmental Statement (Document Reference 6.2). Please refer to Chapter 2 of this Consultation Report for further information.	No
71	Engineering design	Concern the relief road does not extend to the villages of Lower Henlade, Haydon and Stoke St Mary.	The scheme provides a bypass of Henlade beginning at the proposed Nexus 25 signalised junction. The scheme provides a high quality dual carriageway across the strategic corridor terminating at the revised Southfields roundabout. Two intermediate junctions are provided at Mattocks Tree Green and Ashill to ensure access to the A358 for adjacent communities.	No
72	Environment	Suggested the plantation of willow tree as screening barrier.	The landscape and visual impacts of the scheme are assessed and reported in Chapter 7 Landscape of the Environmental Statement (Document Reference 6.2). Environmental mitigation measures have been proposed to reduce potential impacts. Initial planting lists have been proposed in the Landscape and Ecology Management Plan (Document Reference 6.4 Appendix 2.1 Annex D: Landscape and Ecology Management Plan) and will be developed further during detailed design, subject to successful DCO consent.	N/A

Appendix Table 8.1A Summary of matters raised in relation to Q1a of the feedback questionnaire in relation to proposal to remove the Nexus 25 roundabout and replace it with a signalised junction and the National Highways response

Row ID	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)
73	Environment	Objects to the scheme as considers farmland should be left as it is.	The proposed scheme only uses land essential for a development of this nature, including the environmental mitigation measures. Opportunities to minimise the footprint have been explored throughout the design process. The proposals seek to reduce the impact on agricultural land through minimising the amount of agricultural land permanently required by the scheme. Agricultural land used temporarily is to be restored to a condition suitable for return to its existing land function. The assessment of effects on agricultural land is presented within Environmental Statement Chapter 9 Geology and soils (Document Reference 6.2). The assessment of effects on agricultural land holdings is presented within Environmental Statement Chapter 12 Population and human health (Document Reference 6.2).	No
74	Environment	Concerned over environmental impact that construction work will have, to include resource use and transportation, impact on landscape and increased carbon footprint.	National Highways acknowledge concern over the level of environmental impact potentially arising from the scheme. The need for the scheme is established and set out in the Case for the Scheme (Document Reference 7.1). The proposals seek to address traffic congestion and safety issues that currently impact on local people and businesses (including reducing impacts on air quality), whilst seeking to improve connectivity for local residents and other road users. As part of the design development, we have adopted a mitigation hierarchy, aiming first to avoid impacts, and then to mitigate those we are unable to avoid. The mitigation measures we have adopted are described in the Environmental Statement (Document Reference 6.2). The Environmental Management Plan (EMP) (Document Reference 6.4, Appendix 2.1) outlines measures to be implemented by the contractor to control potential impacts during the construction stage. This includes a Register of Environmental Actions and Commitments (REAC). The EMP is a live document and will be further refined prior to and during the construction stage in accordance with the Design Manual for Roads and Bridges LA120 Environmental Management Plans	No
75	Localised widening / passing bays on Haydon Lane and Stoke Road	The proposals to put passing places and widen the Haydon Road should be abandoned and an alternative found.	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. This assessment determined that mitigation was benefical on Haydon Lane and part of Stoke Road. It was determined that the localised widening of Stoke Road and the addition of passing bays on Haydon Lane was necessary to mitigate this forecast increase in traffic as a result of the scheme.	No
76	Nexus 25 signalised junction	Concerned that traffic coming from the east will not be able to access the Park and Ride by turning right at the proposed new traffic lights at the Nexus 25 junction. States this will prevent drivers from using the new A358 to entre to Park and Ride and instead would leave the new A358 at the Mattocks Tree Green junction and drive along the old A358 where they can enter the Park and Ride without going around the Junction 25 roundabout.	National Highways proposal is to signpost the route for traffic approaching from the Ilminster direction to exit the dual carriageway at the Mattock's Tree Green junction to access Taunton Gateway Park and Ride via the existing A358. This traffic is already travelling through Henlade and is a very small proportion of the existing A358 flow, so has very little impact on the total traffic travelling through Henlade. The benefit of this to the scheme is that it reduces the amount of right turning traffic at the Nexus 25 junction, which would impede the traffic travelling along the A358 from M5 junction 25 towards Ilminster and lead to potential queueing extending back to M5 junction 25. By exiting at the Mattock's Tree Green junction that traffic will be able to cross the opposite carriageway of the A358 on the overbridge without impeding its movement. Traffic approaching Taunton Gateway Park and Ride from M5 junction 25 will be able to exit onto the existing A358 and access the Taunton Gateway Park and Ride as is currently the case. There would be no benefit in changing	N/A

Row ID	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 Taunton Gateway Park and Ride access arrangements from the M5 junction 25 roundabout and it would add more pressure to the Nexus 25 junction.	
77	Nexus 25 signalised junction	A bridge or underpass should be provided in place of the Nexus 25 roundabout, so that the A358 reaches the J25 roundabout without any intermediate junction at Nexus 25. To avoid traffic from the new A358 a single westbound exit sliproad from the A358 to the business park could be provided .	National Highways has reviewed requests for an under or overbridge at Nexus 25 and considers that overall, and compared to a signalised roundabout, the scheme for a signalised junction would provide better traffic management and safer pedestrian/cycle crossings. At Nexus 25, the signalised junction will serve not only the new A358, but also the connections into the proposed Nexus 25 employment site and to the Taunton Gateway Park and& Ride and local connections into Henlade and Creech St Michael. Given this, and the proximity of Nexus 25 to junction 25, a grade separated junction with a bridge is not considered to be appropriate at this location. 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 Chapter 3 Assessment of alternatives of the Environmental Statement (Document Reference 6.2). Please refer to Chapter 2 of this Consultation Report for further information.	No
78	Noise and vibration	States the sound under the Blackbrook Roundabout is too loud and is a deterrent to pedestrians and cyclists. Therefore, suggests floor-to-ceiling reflective sound barriers should be provided under the roundabout on the pedestrian side, and sound-absorbing sound barriers should be provided on the other side to reduce echo.	National Highways acknowledges the range of views expressed, including those received in relation to noise mitigation. Noise mitigation has been included in the scheme where it is effective and sustainable to do so. This is primarily focussed on protecting people from noise in their homes or whilst using community facilities. As the length of time people spend in any one location on a public footway (including underpasses) is short, noise barriers are not considered to be a sustainable intervention in these locations and therefore there are no plans to provide additional noise mitigation to reduce noise levels in the Blackbrook Interchange underpass as part of the scheme.	No
79	Noise and vibration	Requested additional mitigation measures from building, planting, acoustic fencing to minimise negative impact from the new road as residential property is located around 1km away from road. Also expressed concerns for other properties closer to the road.	The effects of the scheme in relation to noise (during both construction and operation) have been assessed. This is reported in Environmental Statement Chapter 11 Noise and vibration (Document Reference 6.2), which also sets out the measures that National Highways proposes to mitigate adverse noise effects. For example, where residents would be impacted by noise as a result of the scheme, the design includes the use of low noise surfacing, cuttings, acoustic bunds and other physical features to reduce noise impacts during operation and best practicable means including some localised noise screening and low vibration plant during construction. National Highways has also produced an Environmental Management Plan (Document Reference 6.4, Appendix 2.1), which explains how the impact of construction activities will be managed. The location of acoustic bunds and barriers are shown on Environmental Statement Figure 7.8 Environmental Masterplan (Document Reference 6.3).	No
80	Population and human health: business and tourism	Concern the signalised junction at Nexus will create a bottleneck and ruin peoples holidays.	National Highways acknowledges the range of views expressed including concerns around bottlenecks and disruption to road users. The Nexus 25 junction being signalised rather than an uncontrolled roundabout provides the ability to accommodate a safe pedestrian crossing across the A358 and to coordinate the operation of the signals with those at M5 junction 25. Linking the operation of the two junctions will reduce the potential for queuing between the two junctions. The signalised crossroads would operate so that all traffic that arrives at the junction will be able to pass through the junction without experiencing excessive delays even during peak hours.	No
81	Population and human health: community impacts	Concern that rather than facilitating communication across the communities, the proposals cut communities off from each other.	National Highways acknowledges the range of views expressed including concern around impact on local people. The proposals aim to address the traffic issues and long delays currently experienced along the route and to improve traffic flow, safety and connectivity for local residents and other road users. The beneficial and adverse effects of the scheme on the local community are reported in Environmental Statement Chapter 12 Population and health (Document Reference 6.2).	No
82	Population and human health: community impacts	Concern for the impact on the local community.	National Highways acknowledges the range of views expressed including concern around impact on local people. The proposals aim to address the traffic issues and long delays currently experienced along the route and to improve traffic flow, safety and connectivity for local residents and other road users. The beneficial and adverse effects of the scheme on the local community are reported in Environmental Statement Chapter 12 Population and health (Document Reference 6.2).	No
83	Population and human health: community impacts	States the scheme will not improve the quality of life for the people who live in Lower Henlade.	Environmental Statement Chapter 12 Population and health (Document Reference 6.2) considers impacts on the local community and their health. In conclusion there would be positive health outcomes across all wards for the following health determinants: transport and connectivity, ambient air quality, employment and training and safety of the existing affected road network. With neutral health outcomes in relation to other assessed health	No

Row ID	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)
			determinants across all wards: healthcare and community, recreational and education facilities, green/open space, ambient noise environment, sources and pathways of potential pollution and landscape amenity.	
84	Population and human health: community impacts	Feel that the proposals are impacting on the quality of life of the community and the changes will cause safety issues on the unsuitable, narrow lanes.	Environmental Statement Chapter 12 Population and health (Document Reference 6.2) considers impacts on the local community and their health. In conclusion there would be positive health outcomes across all wards for the following health determinants: transport and connectivity, ambient air quality, employment and training and safety of the existing affected road network. With neutral health outcomes in relation to other assessed health determinants across all wards: healthcare and community, recreational and education facilities, green/open space, ambient noise environment, sources and pathways of potential pollution and landscape amenity. The proposed scheme will have fewer junctions than the existing A358, which in itself contributes to the safety of those travelling along the A358, but it also means that traffic from some local communities around the A358 corridor will travel slightly further along local roads to access the A358. 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
85	Population and human health: community impacts	Concern that too much land is being used which will impact on agriculture and food production.	The proposed scheme only uses land essential for a development of this nature, including the environmental mitigation measures. Opportunities to minimise the footprint have been explored throughout the design process. The proposals seek to reduce the impact on agricultural land through minimising the amount of agricultural land permanently required by the scheme. Agricultural land used temporarily is to be restored to a condition suitable for return to its existing land function. The assessment of effects on agricultural land is presented within Environmental Statement Chapter 9 Geology and soils (Document Reference 6.2). The assessment of effects on agricultural land holdings is presented within Environmental Statement Chapter 12 Population and human health (Document Reference 6.2).	N/A
86	Principle of development	Concerned that there may be serious injury or death as it is unusual in the UK to have a signalised crossroads at the end of a long stretch of speed grade-separated rural carriageway. A crossroads does not have the same deflection as a roundabout, which may result in higher travelling speeds and red light runners.	The proposed scheme will have fewer junctions than the existing A358, which in itself contributes to the safety of those travelling along the A358, but it also means that traffic from some local communities around the A358 corridor will travel slightly further along local roads to access the A358.	N/A
87	Principle of development	Unsure of the need for the entire 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 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
88	Principle of development	Consider previous roadwork on the m5 at junction 25 to be a massive inconvenience. Believe that this project will be similarly inefficient and cumbersome to commuters.	National Highways has been liaising closely with Somerset Council (formerly Somerset County Council) during the development of the scheme. Somerset County Council were granted planning approval for the M5 junction 25 improvements, which included the new Nexus 25 roundabout, in March 2018. In early 2018 the A358 Taunton to Southfields Dualling Scheme (the scheme) consulted on route options. Prior to that approval and in January/February 2018, the 'Pink' option was considered to be the best performing,	N/A

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			and it included a direct connection from the A358 to a new motorway junction south of junction 25. Somerset County Council therefore reasonably assumed in their design of the M5 junction improvements that the scheme would be constructed in line with the 'Pink' option, as that was the most likely configuration of the scheme at the time. Following options consultation in January/February 2018 the affordability of the scheme and the impact on public open spaces was reviewed by National Highways and the direct connection to a new M5 junction was removed from the scheme. This resulted in the 'Pink Modified' option, which was announced as the preferred route by National Highways in June 2019. In the meantime, Somerset County Council had already appointed their contractors for the construction of their M5 junction 25 improvements in February 2019 and the construction work began in July 2019. Any delay to the more advanced M5 junction 25 works to take into account the change from the A358 arrangement proposed in the 'Pink' option to 'Pink Modified' option would have been unreasonable at that time and could have jeopardised that important project.	
89	Principle of development	Lack of free flowing links and an inefficient intersection from the M5 northbound to A358 and A358 to M5 Southbound not in line with the national highways vision of a free flowing network.	At Nexus 25, the signalised junction will serve not only the new A358, but also the connections into the proposed Nexus 25 business park development, Taunton Gateway Park and Ride and local connections into Henlade and Creech St Michael. Given this, and the proximity of Nexus 25 to M5 junction 25, a grade separated junction with a bridge is not considered to be appropriate at this location	N/A
90	Principle of development	States the A358 is supposed to be part of the strategic expressway and the signalised access to a business park with an at grade pedestrian crossing is not consistent with these aspirations.	At Nexus 25, the signalised junction will serve not only the new A358, but also the connections into the proposed Nexus 25 business park development, Taunton Gateway Park and Ride and local connections into Henlade and Creech St Michael. Given this, and the proximity of Nexus 25 to M5 junction 25, a grade separated junction with a bridge is not considered to be appropriate at this location. 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
91	Principle of development	States the scheme is wasteful.	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
92	Principle of development	Opposed to entire scheme as dislikes driving on multi-junction fast 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.	N/A
93	Principle of development	Objects to the scheme as considers it a vanity project that damages 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.	N/A
94	Principle of development	Objects to changes and objects to entire 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.	N/A
95	Principle of development	Feels there is inconsistency with other junctions in the scheme and inconsistency with the ambitions for the A303/A358 corridor. Suggests there is no basis for providing an at-grade junction . Furthermore, suggests that a signalised at-grade junction is at odds with the ambition of the A358 serving as part of a high quality route between the south east and west.	At Nexus 25, the signalised junction will serve not only the new A358, but also the connections into the proposed Nexus 25 business park development, Taunton Gateway Park and Ride and local connections into Henlade and Creech St Michael. Given this, and the proximity of Nexus 25 to M5 junction 25, a grade separated junction with a bridge is not considered to be appropriate at this location	N/A
96	Principle of development	Feels shouldn't happen.	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
97	Principle of development	The proposal at Nexus 25 conflicts with the strategic aim of the scheme to provide a high quality route connecting London and the South East with the South West.	At Nexus 25, the signalised junction will serve not only the new A358, but also the connections into the proposed Nexus 25 business park development, Taunton Gateway Park and Ride and local connections into Henlade and Creech St Michael. Given this, and the proximity of Nexus 25 to M5 junction 25, a grade separated junction with a bridge is not considered to be appropriate at this location	N/A

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98	Principle of development	Does not feel that the roundabout is used by pedestrians and therefore does not warrant the proposed changes.	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
99	Principle of development	Considers proposal to remove Nexus 25 roundabout and replace it with a signalised junction will not make a difference to the road performance/users.	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
100	Principle of development	Disagrees with the principle of the scheme and therefor disagrees with the elements 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 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
101	Principle of development	Considers the scheme inappropriate.	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 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. 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". The proposed design change to have the Nexus 25 junction as a signalised junction would better accommodate a crossing of the A358 for walkers and cyclists. The proposed signalised junction would provide adequate capacity for the predicted traffic flows and allow	N/A

Row ID	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)
			more control over traffic movements by linking the operation of the signals to those at the M5 junction 25 roundabout and Taunton Gateway Park and Ride.	
102	Principle of development	Considers proposals are irrelevant as the scheme benefits to bypass Henlade exist with either approach.	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 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. 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". The proposed design change to have the Nexus 25 junction as a signalised junction would better accommodate a crossing of the A358 for walkers and cyclists. The proposed signalised junction would provide adequate capacity for the predicted traffic flows and allow more control over traffic movements by linking the operation of the signals to those at the M5 junction 25 roundabout and Taunton Gateway Park and Ride.	N/A
103	Principle of development	Objection to traffic lights as they do not meet the project aim of creating a "high performing and high quality dual carriageway".	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 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. 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
104	Principle of development	Better design than the current Nexus 25 roundabout.	National Highways acknowledges the range of views expressed, including those received in support of the scheme.	N/A
105	Principle of development	No objection to the replacement of the Nexus roundabout with a signalled controlled junction which will be a positive improvement.	National Highways acknowledges the range of views expressed, including those received in support of the scheme.	N/A
106	Principle of development	Overall support.	National Highways acknowledges the range of views expressed, including those received in support of the scheme.	N/A
107	Principle of development	Considers the change will improve traffic flow however considers it it a shame that construction work at Nexus has already been completed.	National Highways acknowledges the range of views expressed, including those received in support of the scheme.	N/A
108	Principle of development	Supports the proposals to remove the Nexus 25 roundabout as considers the roundabout is confusing and not needed	National Highways acknowledges the range of views expressed, including those received in support of the scheme.	N/A
109	Principle of development	Support for measures on the roundabout.	National Highways acknowledges the range of views expressed, including those received in support of the scheme.	N/A
110	Principle of development	Support as the current roundabout is confusing.	National Highways acknowledges the range of views expressed, including those received in support of the scheme.	N/A
111	Principle of development	Considers the project unnecessary and over-engineered in design.	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	N/A

Appendix Table 8.1A Summary of matters raised in relation to Q1a of the feedback questionnaire in relation to proposal to remove the Nexus 25 roundabout and replace it with a signalised junction and the National Highways response

Row ID	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)
			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. 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.	
112	Principle of development	Supports providing lights linked to existing traffic lights system at junction 25, M5.	National Highways acknowledges the range of views expressed, including those received in support of the scheme.	N/A
113	Principle of development	Considers the roundabout should not have been built in the first instance.	National Highways has been liaising closely with Somerset Council (formerly Somerset County Council) during the development of the scheme. Somerset County Council were granted planning approval for the M5 junction 25 improvements, which included the new Nexus 25 roundabout, in March 2018. In early 2018 the A358 Taunton to Southfields Dualling Scheme (the scheme) consulted on route options. Prior to that approval and in January/February 2018, the 'Pink' option was considered to be the best performing, and it included a direct connection from the A358 to a new motorway junction south of junction 25. Somerset County Council therefore reasonably assumed in their design of the M5 junction improvements that the scheme would be constructed in line with the 'Pink' option, as that was the most likely configuration of the scheme at the time. Following options consultation in January/February 2018 the affordability of the scheme and the impact on public open spaces was reviewed by National Highways and the direct connection to a new M5 junction was removed from the scheme. This resulted in the 'Pink Modified' option, which was announced as the preferred route by National Highways in June 2019. In the meantime, Somerset County Council had already appointed their contractors for the construction of their M5 junction 25 improvements in February 2019 and the construction work began in July 2019. Any delay to the more advanced M5 junction 25 works to take into account the change from the A358 arrangement proposed in the 'Pink' option to 'Pink Modified' option would have been unreasonable at that time and could have jeopardised that important project.	N/A
114	Principle of development	If a signalised junction, was needed why was it not built in the first place. Why was a 2nd motorway junction not put in at the same time. Surely that would have relieved the tail back of traffic in Henlade.	National Highways has been liaising closely with Somerset Council (formerly Somerset County Council) during the development of the scheme. Somerset County Council were granted planning approval for the M5 junction 25 improvements, which included the new Nexus 25 roundabout, in March 2018. In early 2018 the A358 Taunton to Southfields Dualling Scheme (the scheme) consulted on route options. Prior to that approval and in January/February 2018, the 'Pink' option was considered to be the best performing, and it included a direct connection from the A358 to a new motorway junction south of junction 25. Somerset County Council therefore reasonably assumed in their design of the M5 junction improvements that the scheme would be constructed in line with the 'Pink' option, as that was the most likely configuration of the scheme at the time. Following options consultation in January/February 2018 the affordability of the scheme and the impact on public open spaces was reviewed by National Highways and the direct connection to a new M5 junction was removed from the scheme. This resulted in the 'Pink Modified' option, which was announced as the preferred route by	N/A

Row ID	Topic	Matters raised in response to consultation – matters copied verbatim	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Y/N or N/A)
			National Highways in June 2019. In the meantime, Somerset County Council had already appointed their contractors for the construction of their M5 junction 25 improvements in February 2019 and the construction work began in July 2019. Any delay to the more advanced M5 junction 25 works to take into account the change from the A358 arrangement proposed in the 'Pink' option to 'Pink Modified' option would have been unreasonable at that time and could have jeopardised that important project.	
115	Principle of development	Considers the Nexus a change for the sake of a change and considers the signalised junction will slow traffic down.	National Highways has been liaising closely with Somerset Council (formerly Somerset County Council) during the development of the scheme. Somerset County Council were granted planning approval for the M5 junction 25 improvements, which included the new Nexus 25 roundabout, in March 2018. In early 2018 the A358 Taunton to Southfields Dualling Scheme (the scheme) consulted on route options. Prior to that approval and in January/February 2018, the 'Pink' option was considered to be the best performing, and it included a direct connection from the A358 to a new motorway junction south of junction 25. Somerset County Council therefore reasonably assumed in their design of the M5 junction improvements that the scheme would be constructed in line with the 'Pink' option, as that was the most likely configuration of the scheme at the time. Following options consultation in January/February 2018 the affordability of the scheme and the impact on public open spaces was reviewed by National Highways and the direct connection to a new M5 junction was removed from the scheme. This resulted in the 'Pink Modified' option, which was announced as the preferred route by National Highways in June 2019. In the meantime, Somerset County Council had already appointed their contractors for the construction of their M5 junction 25 improvements in February 2019 and the construction work began in July 2019. Any delay to the more advanced M5 junction 25 works to take into account the change from the A358 arrangement proposed in the 'Pink' option to 'Pink Modified' option would have been unreasonable at that time and could have jeopardised that important project.	N/A
116	Principle of development	The proposal shows a lack of strategic planning as the Nexus 25 roundabout is being demolished having only just been built.	National Highways has been liaising closely with Somerset Council (formerly Somerset County Council) during the development of the scheme. Somerset County Council were granted planning approval for the M5 junction 25 improvements, which included the new Nexus 25 roundabout, in March 2018. In early 2018 the A358 Taunton to Southfields Dualling Scheme (the scheme) consulted on route options. Prior to that approval and in January/February 2018, the 'Pink' option was considered to be the best performing, and it included a direct connection from the A358 to a new motorway junction south of junction 25. Somerset County Council therefore reasonably assumed in their design of the M5 junction improvements that the scheme would be constructed in line with the 'Pink' option, as that was the most likely configuration of the scheme at the time. Following options consultation in January/February 2018 the affordability of the scheme and the impact on public open spaces was reviewed by National Highways and the direct connection to a new M5 junction was removed from the scheme. This resulted in the 'Pink Modified' option, which was announced as the preferred route by National Highways in June 2019. In the meantime, Somerset County Council had already appointed their contractors for the construction of their M5 junction 25 improvements in February 2019 and the construction work began in July 2019. Any delay to the more advanced M5 junction 25 works to take into account the change from the A358 arrangement proposed in the 'Pink' option to 'Pink Modified' option would have been unreasonable at that time and could have jeopardised that important project.	N/A

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117	Principle of development	Proposal for a signalised junction does not comply with GD300 (Table E/5.2 of GD 300 states that for a Dual 2 Lane Expressway (D2E) only full grade separation junctions are permitted).	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
118	Principle of development	Feels that traffic lights would assist in future with the Nexus junction.	National Highways acknowledges the range of views expressed, including those received in support of the scheme.	N/A
119	Principle of development	Notes that traffic lights should be from the A358.	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 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.	N/A
120	Principle of development	Feels that there is a better alternative such as a bridge rather than a junction at the current location of the Nexus 25 roundabout. A segregated left turn onto the southbound M5. Future east facing slips could also be provided if more direct access to Nexus 25 was needed. .www.sabre-roads.org.uk/forum/download/file.php?id=20809&t=1 linked for more information.	National Highways has reviewed requests for an under or overbridge at Nexus 25 and considers that overall, and compared to a signalised roundabout, the scheme for a signalised junction would provide better traffic management and safer pedestrian/cycle crossings. At Nexus 25, the signalised junction will serve not only the new A358, but also the connections into the proposed Nexus 25 employment site and to the Taunton Gateway Park and& Ride and local connections into Henlade and Creech St Michael. Given this, and the proximity of Nexus 25 to junction 25, a grade separated junction with a bridge is not considered to be appropriate at this location. 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 Chapter 3 Assessment of alternatives of the Environmental Statement (Document Reference 6.2). Please refer to Chapter 2 of this Consultation Report for further information.	No
121	Environment	Concern regarding the environmental impact.	National Highways acknowledge concern over the level of environmental impact potentially arising from the scheme. The need for the scheme is established and set out in the Case for the Scheme (Document 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
122	Safety and road accidents	Support for a controlled crossing to improve safety.	National Highways acknowledges the range of views expressed, including those received in support of the scheme.	N/A

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123	Safety and road accidents	Support for traffic lights rather than a roundabout at Nexus 25 as considers it is safer.	National Highways acknowledges the range of views expressed, including those received in support of the scheme.	N/A
124	Safety and road accidents	States the scheme is making Henlade safer.	National Highways acknowledges the range of views expressed, including those received in support of the scheme.	N/A
125	Safety and road accidents	States the nexus roundabout will improve the safety of non-motorised users crossing the junction.	National Highways acknowledges the support received in relation to the walking, cycling and horse-riding proposals.	N/A
126	Safety and road accidents	Possibility of rear-end accidents and congestion for years to come.	National Highways has undertaken traffic modelling to assess how the Nexus 25 roundabout would operate under future conditions with different forms of junction. The results shows that the proposed changes to the Nexus 25 junction are necessary to provide additional capacity to cater for the increased traffic volumes that are forecast to travel along the A358 with the scheme in place, and that a signalised junction best accommodates this traffic. A signalised junction allows for at-grade pedestrian crossing facilities to be incorporated and allows for the operation of the junction to be linked to M5 junction 25 to ensure effective operational performance of both junctions.	N/A
127	Transport, traffic flows and access	Considers large vehicles should have priority from J25 or the nexus junction.	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
128	Transport, traffic flows and access	Doesn't understand why the A358 dualling is not allowing for the free flow of traffic onto the M3 and argues that this is placing an unnecessary traffic choke point where it is the least needed. As the dualling of the A358, amongst other things, is to relieve the A303/A30 of heavy traffic to and from Devon and Cornwall as to extend the M3 to Honiton, the connection between the M3 and A358 should be able to flow freely. To place a signalised junction at this point would hold back the flow.	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
129	Transport, traffic flows and access	Supports proposal for a signalised junction as considers it will improve traffic flow.	National Highways acknowledges the range of views expressed, including those received in support of the scheme.	N/A
130	Transport, traffic flows and access	Supports the proposals to remove the Nexus 25 roundabout and replace it with a signalised junction as considers where traffic lights controlling traffic a co-ordinated set of lights should be used	National Highways acknowledges the range of views expressed, including those received in support of the scheme.	N/A

Row ID	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)
131	Transport, traffic flows and access	Supports the proposals to remove the Nexus 25 roundabout and replace with a signalised junction as considers it will allow for better regulation of traffic and pedestrians	National Highways acknowledges the range of views expressed, including those received in support of the scheme.	N/A
132	Transport, traffic flows and access	Considers proposals sensible as will give local traffic an opportunity to move around a busy junction.	National Highways acknowledges the range of views expressed, including those received in support of the scheme.	N/A
133	Transport, traffic flows and access	Considers that if the proposed Nexus junction controls traffic better than the current roundabout it would be a more favourable solution.	National Highways acknowledges the range of views expressed, including those received in support of the scheme.	N/A
134	Transport, traffic flows and access	Feels there is no gain in holding up traffic unless it is to prioritise traffic coming from the M5 at the expense of local communities and their needs, in terms of a priority traffic flow. Heavy traffic flows will be given priority reducing access for local folk and lengthening their journey time.	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
135	Transport, traffic flows and access	Considers comments in the response to consultation (stating traffic flow has increased post pandemic) do not acknowledge the improvement in traffic flow towards Junction 25 since the scheme was devised or the positive impact of local council investment in Junction 25 and Nexus.	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
136	Transport, traffic flows and access	Concern that the complexity of the roundabout may cause rat-runs through local villages near Taunton.	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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137	Transport, traffic flows and access	Concern that the scheme will increase journey times rather than decrease.	National Highways have undertaken traffic modelling of the A358 and surrounding area to understand the changes in routeing. Most villages in the vicinity of the A358 will see little change in their routes to the east and west. Bridges and underpasses are provided or retained to allow local connectivity across the A358 once it is upgraded to a high quality dual carriageway. It is acknowledged that some of these routes are longer than the existing routes that cross the A358, however these routes are safer than those currently available due to entirely avoiding the need to interact with traffic on the A358. Checks on journey times between local villages and both M5 junction 25 and Southfields roundabout have been carried out using the traffic modelling. These show that generally there are reductions in overall journey times due to the much faster speed of the scheme, although some trips have slightly longer journey times. Journey time reliability is improved with the scheme due to the road being safer and there being safe opportunities to overtake slower vehicles. The methodology and results of the traffic modelling is reported in the Combined Modelling and Appraisal Report (Document Reference 7.4).	N/A
138	Transport, traffic flows and access	Concern there is no access to the Park and Ride from the Nexus junction. States people will need to use the old road coming from Illminster or make a U turn on Ruishton Lane.	National Highways proposal is to signpost the route for traffic approaching from the Ilminster direction to exit the dual carriageway at the Mattock's Tree Green junction to access Taunton Gateway Park and Ride via the existing A358. This traffic is already travelling through Henlade and is a very small proportion of the existing A358 flow, so has very little impact on the total traffic travelling through Henlade. The benefit of this to the scheme is that it reduces the amount of right turning traffic at the Nexus 25 junction, which would impede the traffic travelling along the A358 from M5 junction 25 towards Ilminster and lead to potential queueing extending back to M5 junction 25. By exiting at the Mattocks Tree Green junction that traffic will be able to cross the opposite carriageway of the A358 on the overbridge without impeding its movement. Traffic approaching Taunton Gateway Park and Ride from M5 junction 25 will be able to exit onto the existing A358 and access the Taunton Gateway Park and Ride as is currently the case. There would be no benefit in changing the Park and Ride access arrangements from the M5 junction 25 roundabout and it would add more pressure to the Nexus 25 junction.	No
139	Transport, traffic flows and access	Considers it important that from the Ilminster direction there is adequate right turning capacity for cars and buses or coaches on to the SCC park and ride site	National Highways proposal is to signpost the route for traffic approaching from the Ilminster direction to exit the dual carriageway at the Mattock's Tree Green junction to access Taunton Gateway Park and Ride via the existing A358. This traffic is already travelling through Henlade and is a very small proportion of the existing A358 flow, so has very little impact on the total traffic travelling through Henlade. The benefit of this to the scheme is that it reduces the amount of right turning traffic at the Nexus 25 junction, which would impede the traffic travelling along the A358 from M5 junction 25 towards Ilminster and lead to potential queueing extending back to M5 junction 25. By exiting at the Mattocks Tree Green junction that traffic will be able to cross the opposite carriageway of the A358 on the overbridge without impeding its movement. Traffic approaching Taunton Gateway Park and Ride from M5 junction 25 will be able to exit onto the existing A358 and access the Taunton Gateway Park and Ride as is currently the case. There would be no benefit in changing the Park and Ride access arrangements from the M5 junction 25 roundabout and it would add more pressure to the Nexus 25 junction.	No
140	Transport, traffic flows and access	Supports the provision of a signalised junction. However, concerned there is no access to the Park and Ride coming from the A358 East. States this will result in traffic travelling through Henlade to access it.	National Highways proposal is to signpost the route for traffic approaching from the Ilminster direction to exit the dual carriageway at the Mattock's Tree Green junction to access Taunton Gateway Park and Ride via the existing A358. This traffic is already travelling through Henlade and is a very small proportion of the existing A358 flow, so has very little impact on the total traffic travelling through Henlade. The benefit of this to the scheme is that it reduces the amount of right turning traffic at the Nexus 25 junction, which would impede the traffic travelling along the A358 from M5 junction 25 towards Ilminster and lead to potential queueing extending back to M5 junction 25. By exiting at the Mattocks Tree Green junction that traffic will be able to cross the opposite carriageway of the A358 on the overbridge without impeding its movement. Traffic approaching Taunton Gateway Park and Ride from M5 junction 25 will be able to exit onto the existing A358	No

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			and access the Taunton Gateway Park and Ride as is currently the case. There would be no benefit in changing the Park and Ride access arrangements from the M5 junction 25 roundabout and it would add more pressure to the Nexus 25 junction.	
141	Transport, traffic flows and access	Concern the lack of connection to the Park and Ride from Nexus 25 junction will impact on the expected traffic reduction on the Henlade section of the old A358.	National Highways proposal is to signpost the route for traffic approaching from the Ilminster direction to exit the dual carriageway at the Mattock's Tree Green junction to access Taunton Gateway Park and Ride via the existing A358. This traffic is already travelling through Henlade and is a very small proportion of the existing A358 flow, so has very little impact on the total traffic travelling through Henlade. The benefit of this to the scheme is that it reduces the amount of right turning traffic at the Nexus 25 junction, which would impede the traffic travelling along the A358 from M5 junction 25 towards Ilminster and lead to potential queueing extending back to M5 junction 25. By exiting at the Mattocks Tree Green junction that traffic will be able to cross the opposite carriageway of the A358 on the overbridge without impeding its movement. Traffic approaching Taunton Gateway Park and Ride from M5 junction 25 will be able to exit onto the existing A358 and access the Taunton Gateway Park and Ride as is currently the case. There would be no benefit in changing the Park and Ride access arrangements from the M5 junction 25 roundabout and it would add more pressure to the Nexus 25 junction.	No
142	Transport, traffic flows and access	Concerned there is still no access to the Taunton Gateway Park and Ride from the signalised junction and those accessing park and ride will need to exit at Henlade and use the existing A358.	National Highways proposal is to signpost the route for traffic approaching from the Ilminster direction to exit the dual carriageway at the Mattock's Tree Green junction to access Taunton Gateway Park and Ride via the existing A358. This traffic is already travelling through Henlade and is a very small proportion of the existing A358 flow, so has very little impact on the total traffic travelling through Henlade. The benefit of this to the scheme is that it reduces the amount of right turning traffic at the Nexus 25 junction, which would impede the traffic travelling along the A358 from M5 junction 25 towards Ilminster and lead to potential queueing extending back to M5 junction 25. By exiting at the Mattocks Tree Green junction that traffic will be able to cross the opposite carriageway of the A358 on the overbridge without impeding its movement. Traffic approaching Taunton Gateway Park and Ride from M5 junction 25 will be able to exit onto the existing A358 and access the Taunton Gateway Park and Ride as is currently the case. There would be no benefit in changing the Park and Ride access arrangements from the M5 junction 25 roundabout and it would add more pressure to the Nexus 25 junction.	No
143	Transport, traffic flows and access	Requests access to the Park and ride from the signalised junction at Nexus as states this would reduce the traffic through Henlade.	National Highways proposal is to signpost the route for traffic approaching from the Ilminster direction to exit the dual carriageway at the Mattock's Tree Green junction to access Taunton Gateway Park and Ride via the existing A358. This traffic is already travelling through Henlade and is a very small proportion of the existing A358 flow, so has very little impact on the total traffic travelling through Henlade. The benefit of this to the scheme is that it reduces the amount of right turning traffic at the Nexus 25 junction, which would impede the traffic travelling along the A358 from M5 junction 25 towards Ilminster and lead to potential queueing extending back to M5 junction 25. By exiting at the Mattocks Tree Green junction that traffic will be able to cross the opposite carriageway of the A358 on the overbridge without impeding its movement. Traffic approaching Taunton Gateway Park and Ride from M5 junction 25 will be able to exit onto the existing A358 and access the Taunton Gateway Park and Ride as is currently the case. There would be no benefit in changing the Park and Ride access arrangements from the M5 junction 25 roundabout and it would add more pressure to the Nexus 25 junction.	No
144	Transport, traffic flows and access	Concerned the park and ride cannot currently be accessed by turning right at Nexus25 and considers this unacceptable. Suggests access to the park and ride should be prioritised from the new A358 at the signalised junction close to the M5, not from Mattock's Tree Green to avoid traffic using the old A358. Considers if the park and ride is well used then more local traffic may turn towards Ilminster to access communities. Suggests this is accounted for and more than one lane proposed to provide a left turn onto the new A358 from the park and ride.	National Highways proposal is to signpost the route for traffic approaching from the Ilminster direction to exit the dual carriageway at the Mattock's Tree Green junction to access Taunton Gateway Park and Ride via the existing A358. This traffic is already travelling through Henlade and is a very small proportion of the existing A358 flow, so has very little impact on the total traffic travelling through Henlade. The benefit of this to the scheme is that it reduces the amount of right turning traffic at the Nexus 25 junction, which would impede the traffic travelling along the A358 from M5 junction 25 towards Ilminster and lead to potential queueing extending back to M5 junction 25. By exiting at the Mattocks Tree Green junction that traffic will be able to cross the opposite carriageway of the A358 on the overbridge without impeding its movement.	No

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			Traffic approaching Taunton Gateway Park and Ride from M5 junction 25 will be able to exit onto the existing A358 and access the Taunton Gateway Park and Ride as is currently the case. There would be no benefit in changing the Park and Ride access arrangements from the M5 junction 25 roundabout and it would add more pressure to the Nexus 25 junction.	
145	Transport, traffic flows and access	Concern regarding traffic light coordination and congestion at Ruishton Lane and the Park & Ride. Questions whether the right turn from the West on the dual carriageway and the left turn from Ruishton and the P & R to travel in the west direction will be given priority over the traffic from the non-existent Nexus Business Park. Additionally, questions why there isn't a new access to the park and ride from the dual carriageway at the lights towards Ruishton.	National Highways proposal is to signpost the route for traffic approaching from the Ilminster direction to exit the dual carriageway at the Mattock's Tree Green junction to access Taunton Gateway Park and Ride via the existing A358. This traffic is already travelling through Henlade and is a very small proportion of the existing A358 flow, so has very little impact on the total traffic travelling through Henlade. The benefit of this to the scheme is that it reduces the amount of right turning traffic at the Nexus 25 junction, which would impede the traffic travelling along the A358 from M5 junction 25 towards Ilminster and lead to potential queueing extending back to M5 junction 25. By exiting at the Mattocks Tree Green junction that traffic will be able to cross the opposite carriageway of the A358 on the overbridge without impeding its movement. Traffic approaching Taunton Gateway Park and Ride from M5 junction 25 will be able to exit onto the existing A358 and access the Taunton Gateway Park and Ride as is currently the case. There would be no benefit in changing the Park and Ride access arrangements from the M5 junction 25 roundabout and it would add more pressure to the Nexus 25 junction.	N/A
146	Transport, traffic flows and access	Feels that waiting at traffic lights when there is nothing coming from the works site would be frustrating.	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
147	Transport, traffic flows and access	Concerned that traffic lights stop traffic when sometimes there is no need as there is little traffic on the other road(s). Concern traffic lights will cause a build-up of 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. The methodology and results of the traffic modelling is reported in the Combined Modelling and Appraisal Report (Document Reference 7.4).	N/A
148	Transport, traffic flows and access	Concern that the traffic calculation needs to be reviewed to account for the shift from currently 2 single lanes through Henlade/Ruishton (being doubled with this project + 1 lane projected traffic to/from Nexus employment site) to a 5 + 3 lanes at the junction.	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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			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).	
149	Transport, traffic flows and access	Considers the creation of passing places and widening the Haydon Road neither addresses the fundamental problem of car usage nor the specific problem of the bottleneck in Lower Henlade.	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
150	Transport, traffic flows and access	States the proposal to remove the Nexus 25 roundabout will not resolve the need for a streamlined access to Taunton from the south east A358 and M5 as it will continue to remain a bottleneck.	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
151	Transport, traffic flows and access	Considers proposals would do nothing to resolve the problem of traffic through Lower Henlade, Haydon and Stoke St Mary going to South Central Taunton.	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	N/A

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			proposed to help ensure that increases in traffic do not have a detrimental impact on aspects such as traffic congestion or road safety on the local road network. Engagement with Somerset Council on the details of the local roads mitigation will continue into the detailed design stage.	
152	Transport, traffic flows and access	Suggests the new signalised junction of the A358 Westbound would benefit from a filter lane going into Nexus25 employment site. Queries what traffic modelling was undertaken for the Nexus 25 site as considers the large employment site will attract significant commercial and commuter traffic flows which don't seem to have been accounted for.	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).	No
153	Transport, traffic flows and access	States the nexus 25 roundabout is working really well and has reduced congestion coming out of Henlade and joining the junction 25 roundabout. Considers adding in another set of traffic lights to be counterintuitive to increasing traffic flow.	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
154	Transport, traffic flows and access	Concern regarding the number of lanes which may be confusing and cause difficulty crossing lanes. Also concerned regarding traffic backing up onto the M5 from the existing traffic lights.	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).	No
155	Transport, traffic flows and access	States the current nexus roundabout is confusing as the road markings are unclear and with vehicles switching lanes and causing near miss accident events. States the scheme needs to address these problems.	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	No

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			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).	
156	Transport, traffic flows and access	States the proposal to remove Nexus 25 roundabout will make the quality of life for those in the area worse and considers the Old Ilminster Road needs to be opened up to allow access to the south of Taunton centre.	The potential of opening the bus only road link at Old Ilminster Road (off Blackbrook Park Avenue) to general traffic has been discussed with Somerset Council as the local highway authority responsible for that part of the road network. This has been rejected by Somerset Council on the basis that the bus only link is an essential component of bus priority measures in the town that would be lost if the road were to be shared with wider traffic flows.	No
157	Transport, traffic flows and access	Feels that the Old Illminster Road needs to be opened up to solve the problem of rat-running and allow traffic access to the south of Taunton.	The potential of opening the bus only road link at Old Ilminster Road (off Blackbrook Park Avenue) to general traffic has been discussed with Somerset Council as the local highway authority responsible for that part of the road network. This has been rejected by Somerset Council on the basis that the bus only link is an essential component of bus priority measures in the town that would be lost if the road were to be shared with wider traffic flows.	No
158	Transport, traffic flows and access	Suggests the right way to resolve the traffic problems through our villages is to re-open the Old Ilminster Road.	The potential of opening the bus only road link at Old Ilminster Road (off Blackbrook Park Avenue) to general traffic has been discussed with Somerset Council as the local highway authority responsible for that part of the road network. This has been rejected by Somerset Council on the basis that the bus only link is an essential component of bus priority measures in the town that would be lost if the road were to be shared with wider traffic flows.	No
159	Transport, traffic flows and access	Suggests best way to solve traffic issues is to re-open the Old Ilminster Road and if this is not possible NH should find a substantial alternative. Considers proposals to put in passing places and widen Haydon road largely cosmetic and suggests they are abandoned and an alternative found.	The potential of opening the bus only road link at Old Ilminster Road (off Blackbrook Park Avenue) to general traffic has been discussed with Somerset Council as the local highway authority responsible for that part of the road network. This has been rejected by Somerset Council on the basis that the bus only link is an essential component of bus priority measures in the town that would be lost if the road were to be shared with wider traffic flows.	No
160	Transport, traffic flows and access	Considers the new road fails to address the fundamental local problem as considers access to the businesses, colleges, schools and hospital south and west of Taunton centre is blocked by the closure of the Old Ilminster Road from the Junction 25 roundabout. Considers the most efficient way to reach the schools area would be to go to junction 25 and take the Old Ilminster Road to Blackbrook and down. Considers it disappointing that the Old Ilminster Road is closed to cars for some time and is restricted to buses and bikes. However, states these buses a not used frequently enough and that there is no sign of the Nexus 25 development.	The potential of opening the bus only road link at Old Ilminster Road (off Blackbrook Park Avenue) to general traffic has been discussed with Somerset Council as the local highway authority responsible for that part of the road network. This has been rejected by Somerset Council on the basis that the bus only link is an essential component of bus priority measures in the town that would be lost if the road were to be shared with wider traffic flows.	No
161	Transport, traffic flows and access	Comment that within the area the need is to relieve traffic congestion in the village of Henlade which along with the Southfields Roundabout are considered the only pinch points along this route.	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
162	Transport, traffic flows and access	Strategic traffic travelling between two high speed trunk roads will be entangled with commuter traffic crossing over between local towns and a business park.	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	N/A

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			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).	
163	Transport, traffic flows and access	Conflict of local and strategic traffic and inevitable tailbacks at peak times in holiday season on the M5 northbound as cars will need to negotiate two junctions to get on to the A358 and cause queues backing up the A358. Assume change in design to remove free flow links is due to cost cutting.	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
164	Transport, traffic flows and access	Considers design goes against NH aims for uninterrupted traffic flow between the A358 and M5. Considers proposals will reduce time savings and result in more stop/start traffic and associated pollution.	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.	No
165	Transport, traffic flows and access	Considers a signalised junction a backwards step if the intention of the A358 to achieve good traffic flows.	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	No

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			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).	
166	Transport, traffic flows and access	Considers the signalised junction will slow down 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. The methodology and results of the traffic modelling is reported in the Combined Modelling and Appraisal Report (Document Reference 7.4).	No
167	Transport, traffic flows and access	Considers the removal of nexus roundabout and replacement with a junction will disrupt traffic flows. States congestion at nexus is caused by the dual carriageway filtering into one lane and that traffic slows down for the speed camera. Therefore considers there is no point stopping traffic using lights as the intention is to speed traffic along the new road.	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).	No
168	Transport, traffic flows and access	Concern that the Nexus 25 signalised junction would increase traffic congestion on the A358 and M5.	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).	No

Row ID	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)
169	Transport, traffic flows and access	Objection to proposals for the Nexus 25 signalised junction as believes this would cause further congestion on the new A358 dual-carriageway. Highlights that this can be seen already with the signalised junction before the Nexus 25 roundabout, which currently causes major disruptions, with traffic backing up all the way past Henlade towards the Thornfalcon junction.	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).	No
170	Transport, traffic flows and access	Commuter and local traffic will cause issues.	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).	No
171	Transport, traffic flows and access	Considers the signalised junction at Nexus will not stop traffic congestion and states a roundabout would make more sense	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).	No
172	Transport, traffic flows and access	Objects to the proposed signalised junction at Nexus as considers it is a bad idea to mix commuter traffic with long distance regional traffic as it will cause congestion	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	No

Row ID	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)
			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).	
173	Transport, traffic flows and access	Concern that the proposal for a signalised junction at Nexus will not work in giving priority to Nexus staff and it will create a bottleneck	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).	No
174	Transport, traffic flows and access	Feels this is a bad idea considering how much long distance traffic is likely to transfer to this route, both on A303 to A30/A38 beyond Exeter, and likely new flows between A303 and the A361 off M5 j27.	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).	No
175	Transport, traffic flows and access	Disagrees with the signalised junction at Nexus roundabout as considers it will bring traffic to a stand still	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).	No
176	Transport, traffic flows and access	Concern regarding traffic flow if traffic lights installed, as the dual carriageway is supposed to be a highspeed link.	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	No

Row ID	Topic	Matters raised in response to consultation – matters copied verbatim	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Y/N or N/A)
			with 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).	
177	Transport, traffic flows and access	Considers proposal will be detrimental to traffic flow.	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).	No
178	Transport, traffic flows and access	Considers the proposal to remove the Nexus roundabout and replace it with a signalised junction will cause traffic queues	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).	No
179	Transport, traffic flows and access	Considers both the current roundabout and proposed junction will have similar impacts on traffic as both have traffic lights. Notes the roundabout design wasn't good.	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.	No

Appendix Table 8.1A Summary of matters raised in relation to Q1a of the feedback questionnaire in relation to proposal to remove the Nexus 25 roundabout and replace it with a signalised junction and the National Highways response

Row ID	Topic	Matters raised in response to consultation – matters copied verbatim	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Y/N or N/A)
			The methodology and results of the traffic modelling is reported in the Combined Modelling and Appraisal Report (Document Reference 7.4).	
180	Transport, traffic flows and access	Queries the value in additional traffic lights when there are already 12 on the junction.	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).	No
181	Transport, traffic flows and access	Concerned a junction would create a stop-go system that goes against aim to keep a consistent traffic flow.	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).	No
182	Transport, traffic flows and access	Considers signalised junction would cause traffic to back up through Henlade. However, also notes that Nexus 25 already incorporates 2 sets of traffic lights and considers it a failure. Considers removal of roundabout would create doubts over NH's judgement.	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).	No
183	Transport, traffic flows and access	Concerns the provision of a signalised junction will not be able to cope with flows from the dual carriageway without causing tailbacks	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	No

Row ID	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)
			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).	
184	Transport, traffic flows and access	Suggests there should be access from Killams direction to join on from Haydon Lane to Nexus, just before the swing rite golf centre, as there will still be a bottleneck in Henlade village.	Journeys currently using the A358 will continue to use that route to access the new A358, either via the Nexus 25 signalised junction, or using the Mattock's Tree Green junction. Both of these routes provide journey times comparable to the current situation up to where they join the new A358, and then will benefit from improved safety, better journey times, and higher reliability of journey times along the new A358. The current route along the A358 (through Henlade) will benefit significantly from having around 90% of traffic moved on to the new A358, reducing the congestion and therefore improving typical journey times to access the new A358. Although there is no direct access at the Stoke Road overbridge, journey times between the Lower Henlade area and either M5 junction 25 or Southfields roundabout should improve due to these changes.	No
185	Transport, traffic flows and access	Notes traffic should be discouraged from using the old A358 as it will attract rat running. Suggests proposals include traffic calming on the old A358 to discourage rat-running and reduce the schemes negative impact on the local communities.	Journeys currently using the A358 will continue to use that route to access the new A358, either via the Nexus 25 signalised junction, or using the Mattock's Tree Green junction. Both of these routes provide journey times comparable to the current situation up to where they join the new A358, and then will benefit from improved safety, better journey times, and higher reliability of journey times along the new A358. The current route along the A358 (through Henlade) will benefit significantly from having around 90% of traffic moved on to the new A358, reducing the congestion and therefore improving typical journey times to access the new A358. Although there is no direct access at the Stoke Road overbridge, journey times between the Lower Henlade area and either M5 junction 25 or Southfields roundabout should improve due to these changes.	No
186	Transport, traffic flows and access	Asks whether a signalised roundabout has been considered.	A signalised roundabout is not suitable in this position due to the size of roundabout that would be required. Signalised roundabouts require significant space between the arms of the junction to allow for traffic to queue on the circulatory carriageway of the roundabout. 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).	No
187	Walking, Cycling and Horse-riders	Suggestions to add pedestrian traffic lights at the roundabout, rather than replace the junction.	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 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	No

Row ID	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)
			crossing point for walkers and cyclists. A signalised junction allows both safe crossings while also operating within capacity in the design year of 2046. This would not be achieved by retaining the roundabout.	
188	Walking, Cycling and Horse-riders	Considers the plans for the signalised junction at Nexus to be better for cyclists	National Highways acknowledges the support received in relation to the walking, cycling and horse-riding proposals.	N/A
189	Walking, Cycling and Horse-riders	Happy with this would provide a better crossing of the A358 for walkers, cyclists, horse riders, and disabled users.	National Highways acknowledges the support received in relation to the walking, cycling and horse-riding proposals. At this location, the scheme crossings would cater for pedestrians and cyclists but not horse-riders due to a lack of bridleways in this location.	N/A
190	Walking, Cycling and Horse-riders	Suggests installing footbridges across the relevant sections of the existing junction for walkers and cyclists rather than demolishing the Nexus 25 roundabout	Pedestrian and cyclist facilities would be incorporated into the signal control at the Nexus 25 junction to ensure future demand would be catered for and safe. The scheme would retain a Toucan crossing of the link between M5 junction 25 and the Nexus 25 junction. Foot/cycle overbridges including ramps would be challenging to accommodate without significant land take, visual impact and environmental impact.	N/A
191	Walking, Cycling and Horse-riders	Considers physical barriers should be provided to separate road traffic from pedestrians and cyclists to ensure safety and states that the minimum times for each signal could be varied depending on demand. States the traffic signals should allow people to cross the road when signals for vehicles are on red. States in the current situation pedestrians and cyclists have to wait for the next cycle to cross. States the time for people crossing should be raised to account for slower walking speeds.	Pedestrians and cyclists would be separated from road traffic by a horizontal buffer, the width of which would be wider for higher speed limits. A new Toucan crossing of the scheme between M5 junction 25 and the Nexus 25 roundabout would replace the existing crossing. At present, users cross five lanes in three stages, with one or two lanes in each stage. The scheme would also be three stages but users would be crossing two or three lanes in each stage and refuges would be provided between each stage. The scheme crossing would comply with design standards and the traffic signal control would give walkers and cyclists priority to cross when road traffic is compelled to stop at a red light. The lights would allow sufficient time for users to cross and only change to green for vehicles to proceed when the crossing is clear. As an alternative and depending on origin/destination, some users could cross the link nearer to M5 junction 25. The existing Toucans provide a two-stage crossing with two or three lanes in each stage.	No
192	Walking, Cycling and Horse-riders	Highlights the need to separate cyclists from motor vehicles in proposals, to improve safety.	The design of the Nexus 25 junction as presented at the 2021 consultation included enlarging the existing roundabout due to the new A358 connection, and to provide adequate capacity for the predicted traffic flows. Following consultation feedback and further traffic modelling and design development, a signalised junction to replace the Nexus 25 roundabout is now proposed. This change was made to facilitate the inclusion of a safe crossing point for walking and cycling users across the scheme and improve the flow of traffic between this junction and the M5 junction 25. 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.	No
193	Walking, Cycling and Horse-riders	Suggests that with the large housing developments in place to the east of Taunton, there will be excessive traffic flowing into this area. Trying to feed this traffic onto the dualled A358 via a signalised system, placing pedestrian crossings and cycle lanes through such a system is a cause for mayhem and traffic jams.	The junction is designed to cater for forecast traffic including committed housing developments. Staging and signal timings take account of pedestrian and cycle demand at the junction crossings.	N/A
194	Walking, Cycling and Horse-riders	Considers that given recent works, it would be costly to remove the roundabout. Instead suggests the roundabout should be retained with additional signalling to allow WCH to cross and traffic flow moving.	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 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. This would not be achieved by retaining the roundabout.	No
195	Walking, Cycling and Horse-riders	Considers it unlikely that WCH users will use the crossing due to 8 lanes of fast moving traffic.	The scheme objectives include creating an accessible and integrated network. Connections between communities either side of the scheme would be maintained. A new Toucan crossing of the scheme between M5 junction 25 and the Nexus 25 roundabout would replace the existing crossing. At present, users cross five lanes in three stages, with one or two lanes in each stage. The scheme would also be three stages but users would be crossing two or three lanes in each stage and refuges would be provided between each stage. The scheme crossing would comply with design standards and the traffic	No

Row ID	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)
			signal control would give walkers and cyclists priority to cross when road traffic is compelled to stop at a red light. The lights would allow sufficient time for users to cross and only change to green for vehicles to proceed when the crossing is clear. As an alternative and depending on origin/destination, some users could cross the link nearer to M5 junction 25. The existing Toucans provide a two-stage crossing with two or three lanes in each stage.	
196	Walking, Cycling and Horse-riders	States the proposals for improved pedestrian access at Nexus should also be applied to j25 itself	The scheme would not affect the extant walking and cycling routes at M5 junction 25, and would not trigger any need for improvement. The walking and cycling tracks that connect M5 junction 25, the Nexus 25 junction and the Taunton Gateway Park and Ridesite would all be retained.	No
197	Walking, Cycling and Horse-riders	Considers a comprehensive solution is needed at J25 to link Taunton to Nexus 25.	The scheme would not affect the extant walking and cycling routes at M5 junction 25, and would not trigger any need for improvement. The pedestrian and cycle route between Blackbrook and the Nexus 25 development is not within the remit of this scheme. However, the scheme maintains the existing dedicated route for pedestrians and cyclists through M5 junction 25 and the Nexus 25 junction. National Highways will continue to work to monitor this location and identify priorities for any potential future funding opportunities, if appropriate.	No
198	Walking, Cycling and Horse-riders	When there is a Park and Ride adjacent to the Henlade bypass/A358 is it considered necessary to place pedestrian/ traffic controls when an access to the proposed industrial/business park could be by a bridge. This means of access would be safer for all concerned. The old A358 route should not be joined to the dualled A358 but should run along its original route to the M3 underpass.	The scheme would retain a Toucan crossing of the link between M5 junction 25 and the Nexus 25 junction. Foot/cycle overbridges including ramps would be challenging to accommodate without significant land take, visual impact and environmental impact. The link between the existing A358 and the scheme is already constructed as part of Somerset County Council's Nexus 25 works.	No
199	Walking, Cycling and Horse-riders	Considers the extra width of the road at the junction will harm walkability and cyclability. Considers the longer crossing times and distance involved will therefore increase the number of road users and traffic.	A new Toucan crossing of the scheme between M5 junction 25 and the Nexus 25 roundabout would replace the existing crossing. At present, users cross five lanes in three stages, with one or two lanes in each stage. The scheme would also be three stages but users would be crossing two or three lanes in each stage and refuges would be provided between each stage. The scheme crossing would comply with design standards and the traffic signal control would give walkers and cyclists priority to cross when road traffic is compelled to stop at a red light. The lights would allow sufficient time for users to cross and only change to green for vehicles to proceed when the crossing is clear. As an alternative and depending on origin/destination, some users could cross the link nearer to the M5 junction 25. The existing Toucans provide a two-stage crossing with two or three lanes in each stage.	N/A

Appendix Table 8.1B Summary of matters raised in relation to Q1b of the feedback questionnaire in relation to proposals for Mattock's Tree Green junction and the National Highways response

Row Number	Topic	Matters raised in response to consultation – matters copied verbatim	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Yes/No or N/A)
1	Air quality	Concerned over pollution impacts at the field near Ivy Park, where the new link road would be built.	The effects of the scheme on air quality are assessed and reported upon in Environmental Statement Chapter 5 Air quality (Document Reference 6.2). It predicts no exceedances of the Air Quality Objectives at human receptors associated with changes in operational traffic flows or speeds in the 'Base', 'Do Minimum' (without scheme) or 'Do Something' (with scheme) scenarios. With no exceedances of the Air Quality Objectives at receptor locations it is considered the proposed scheme would have no significant effects on air quality in relation to human health.	N/A
2	Alternatives to the scheme	On the A358 the roundabouts should be signed "local access only" both towards Ash Road and on the old A358 into Henlade Access to Ash Road should be 3.5-ton limit The new road up to Ash Road needs a "choke point" (narrowing of the road to pause traffic) at the junction with Ash Road	Feedback during the 2021 statutory consultation expressing concern about the predicted rise in traffic flow using Ash Road resulted in a design change. This was a realignment of Ash Road to discourage the use of Ash Road as an alternative route between the A358 and Taunton. The traffic modelling of the new proposed A358 scheme design suggests that there will be no notable change in the traffic flow using Ash Road or going through Stoke St Mary, Thurlbear or West Hatch with the proposed A358 scheme in place (a change of less than 250 vehicles per direction on a weekday in 2031). As such, no further mitigation along this stretch of road is deemed benefical. The methodology and results of the traffic modelling is reported in the Combined Modelling and Appraisal Report (Document Reference 7.4).	No
3	Alternatives to the scheme	Suggests that a Henlade bypass and a solution at the A303 Ilminster roundabout would be more than sufficient to tackle the congestion problems, and that all other developments are not required.	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 Chapter 3 Assessment of Alternatives of the Environmental Statement (Document Reference 6.2). Please refer to Chapter 2 of the Consultation Report (Document Reference 5.1) for further information. The section between Thornfalcon and southfields is required to provide a continuous high quality and 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.	No
4	Alternatives to the scheme	Suggests Henlade should be bypassed, a flyover implemented at the Southfield roundabout for the A303, and the rest of the A358 left as it is.	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 Chapter 3 Assessment of Alternatives of the Environmental Statement (Document Reference 6.2). Please refer to Chapter 2 of the Consultation Report (Document Reference 5.1) for further information. The section between Thornfalcon and southfields is required to provide a continuous high quality and 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	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? (Yes/No or N/A)
			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.	
5	Alternatives to the scheme	Feels that it is unnecessary and suggests joining the dual carriageway to a point on the existing dual carriageway between Donyatt and the Mattocks Green Junction would solve the issue.	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 Chapter 3 Assessment of Alternatives of the Environmental Statement (Document Reference 6.2). Please refer to Chapter 2 of the Consultation Report (Document Reference 5.1) for further information.	N/A
6	Alternatives to the scheme	Feels that traffic lights rather than a roundabout would work.	Mattock's Tree Green junction and Ashill junction have been designed in accordance with the appropriate standards (DMRB CD 122) taking into account the traffic levels and need for the slip roads to provide a safe means with which to exit or enter the A358 dual carriageway at high speed. National Highways consider the size and scale of the junction is in line with the standards needed for a dual carriageway and appropriate to providing a connection between two A-roads – the A358 and the A378 to Wrantage and Langport – as well as providing local connections for rural villages. The junctions have been designed to permit local traffic and agricultural traffic to join the strategic network in the safest practicable way. Following further traffic modelling, National Highways proposed several design changes to Mattock's Tree Green junction. These would improve access for communities living in West Hatch and Hatch Beauchamp and aim to reduce rat running on local roads.	N/A
7	Alternatives to the scheme	A simple underpass and graded junctions would suffice. New connection at MTG eastern roundabout and new signalised crossing on the A378. Realignment of Ash Road to MTG junction connection. West Hatch Lane extension to MTG junction.	Mattock's Tree Green junction and Ashill junction have been designed in accordance with the appropriate standards (DMRB CD 122) taking into account the traffic levels and need for the slip roads to provide a safe means with which to exit or enter the A358 dual carriageway at high speed. National Highways consider the size and scale of the junction is in line with the standards needed for a dual carriageway and appropriate to providing a connection between two A-roads – the A358 and the A378 to Wrantage and Langport – as well as providing local connections for rural villages. The junctions have been designed to permit local traffic and agricultural traffic to join the strategic network in the safest practicable way. Following further traffic modelling, National Highways proposed several design changes to Mattock's Tree Green junction. These would improve access for communities living in West Hatch and Hatch Beauchamp and aim to reduce rat running on local roads.	No
8	Alternatives to the scheme	Suggests a simple underpass and graded junctions would suffice.	Mattock's Tree Green junction and Ashill junction have been designed in accordance with the appropriate standards (DMRB CD 122) taking into account the traffic levels and need for the slip roads to provide a safe means with which to exit or enter the A358 dual carriageway at high speed. National Highways consider the size and scale of the junction is in line with the standards needed for a dual carriageway and appropriate to providing a connection between two A-roads – the A358 and the A378 to Wrantage and Langport – as well as providing local connections for rural villages. The junctions have been designed to permit local traffic and agricultural traffic to join the strategic network in the safest practicable way. Following further traffic modelling, National Highways proposed several design changes to Mattock's Tree Green junction. These would improve access for communities living in West Hatch and Hatch Beauchamp and aim to reduce rat running on local roads.	No
9	Biodiversity	Objects to proposals as will destroy the countryside and flora and fauna for future generations.	The proposals have been informed by extensive ecological surveys which have fed into the Environmental Impact Assessment (EIA) process. A mitigation hierarchy approach has been applied to the scheme design; seeking firstly to avoid, or reduce adverse effects on valued ecological features and then to mitigate those which cannot be reduced. Where impacts upon protected species and habitats have been identified, specific mitigation strategies have been developed and agreed with Natural England; these are included within the Environmental Statement (Document Reference 6.2).	N/A

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			Areas of existing vegetation of high biodiversity value including woodland, individual trees and hedgerows have been retained or protected where possible or minimised through design. Where these habitats are located adjacent to construction areas, appropriate buffers would be established and fencing utilised to maintain root protection zones as detailed within the Arboricultural Impact Assessment Report (Document Reference 6.4, Appendix 7.3) as part of the Environmental Statement (Document Reference 6.2). Areas of habitat creation are included within the scheme as replacement for those habitats lost to construction. These areas of habitat creation would include plant species of local provenance, in keeping with the character of the local landscape, and of benefit to biodiversity. Furthermore, habitat creation areas have been designed to, once established, improve ecological connectivity through the local landscape along the A358, by connecting up existing parcels of semi-natural habitats. In recognition of the time required for created habitats to provide an equivalent biodiversity value to those lost, larger areas of habitat would be created in comparison to those lost to ensure a net increase in habitat area. As detailed within the Environmental Management Plan (Document Reference 6.4, Appendix 2.1), these habitats would be subject to long-term management and monitoring to maximise the outcomes for biodiversity.	
10	Bridge at Bickenhall Lane	Concerned the closure of Bickenhall Lane to traffic will make Griffin Lane the only A358 crossing point and with the west hatch lane extension will encourage 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. 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.	N/A
11	Construction	Concern raised about the concerns regarding the disruption to A378 traffic flows in the vicinity of the proposed construction site access, since vehicle movements for materials, services and personnel will be not inconsiderable.	National Highways is committed to keeping the A358 open to traffic during construction and will seek to minimise disruption while maintaining highway safety. The Environmental Management Plan (Document Reference 6.4, Appendix 2.1) and Construction Traffic Management Plan (Document Reference 6.4, Appendix 2.1, Annex B) set out how the impact of construction on the environment, the road network and local communities will be managed. National Highways continues to collaborate with the local highway authority, Somerset Council, to identify and manage any potential mitigation measures required. Phasing of the works depends on a number of factors and will be optimised for delivery of the scheme as a whole. Should the application be approved, the contractor will produce an updated Construction Traffic Management Plan (Document Reference 6.2, Appendix 2.1, Annex B) as part of the detailed design stage. This would plan the construction phasing, which would be in discussion and agreement with Somerset Council. As part of the supplementary consultation for the scheme a revised main construction compound was put forward. This was located off the A378 close to Mattock's Tree Green. The provision of a temporary bridge over the existing A358 is included in our proposals to significantly reduce the volume of construction traffic	N/A

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			that would use the public highway during the works. As well as linking the construction site, which would otherwise be severed by the existing A358, the temporary bridge also links the construction site to the construction compound. The main compound has been sized based upon a resourced programme to deliver the scheme. It is a centralised location and is located close to and with direct access to the temporary bridge. Details of proposed haul roads and proposed compound locations are shown on Environmental Statement Figure 2.1 (Document Reference 6.3).	
12	Consultation	Concerned those proposing the changes have never driven on the roads.	National Highways and the project team undertook several site visits of the road and its surrounding area during the development of the scheme design. As set out in the main body of the Consultation Report (Document Reference 5.1), National Highways recognises the importance of engaging with local residents, businesses and relevant stakeholder groups throughout the DCO process and has carefully considered all consultation and engagement feedback from individuals and organisations, making some design changes as a result. It is intended that engagement with stakeholders will continue throughout examination, detailed design and construction.	N/A
13	Economics	Concern over wasted taxpayers money given the roundabout has only just been built.	National Highways has been liaising closely with Somerset Council (formerly Somerset County Council) during the development of the scheme. Somerset County Council were granted planning approval for the M5 junction 25 improvements, which included the new Nexus 25 roundabout, in March 2018. In early 2018 the A358 Taunton to Southfields Dualling Scheme (the scheme) consulted on route options. Prior to that approval and in January/February 2018, the 'Pink' option was considered to be the best performing, and it included a direct connection from the A358 to a new motorway junction south of junction 25. Somerset County Council therefore reasonably assumed in their design of the M5 junction improvements that the scheme would be constructed in line with the 'Pink' option, as that was the most likely configuration of the scheme at the time. Following options consultation in January/February 2018 the affordability of the scheme and the impact on public open spaces was reviewed by National Highways and the direct connection to a new M5 junction was removed from the scheme. This resulted in the 'Pink Modified' option, which was announced as the preferred route by National Highways in June 2019. In the meantime, Somerset County Council had already appointed their contractors for the construction of their M5 junction 25 improvements in February 2019 and the construction work began in July 2019. Any delay to the more advanced M5 junction 25 works to take into account the change from the A358 arrangement proposed in the 'Pink' option to 'Pink Modified' option would have been unreasonable at that time and could have jeopardised that important project. The proposed design change to have the Nexus 25 junction as a signalised junction would better accommodate a crossing of the A358 for walkers and cyclists. The proposed signalised crossing would provide adequate capacity for the predicted traffic flows and allow more control over traffic movements by linking the operation of the signals to those at the M5 junction 25 roundabout and Taunton Gateway Park and Ride. The signalised crossing is incorporated into the timings and has no significant effect on the time given to vehicle traffic. There is no significant difference in the amount of delay between a signalised Nexus 25 junction versus an enlarged roundabout arrangement during typical peak period operation. The signalisation allows better control of traffic flows, and accommodation of tidal movements into and out of the Nexus 25 employment site at different times of day. National Highways has undertaken operational modelling of all junctions along the A358 corridor, including the upgraded Nexus 25 junction. These confirm that all junctions along the A358 will operate within their practical capacity in the forecast situation, with the upgraded A358, and full build out of local developments such as the Nexus 25 employment site. 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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14	Economics	Considers re-design a waste of money and considers NH should have got the design correct the first time.	National Highways have undertaken traffic modelling of the A358 and surrounding area to understand the changes in traffic flows. An assessment of the change in traffic flows on local roads has been carried out between forecast scenarios with the scheme and without the scheme in consultation with Somerset Council, and the scheme includes mitigation measures on some of the local road network where traffic flows are forecast to change significantly. This review has also looked at infrastructure concerns flagged through the consultation process to incorporate upgrades targeted at increasing resilience in the case of flooding or similar problems. The traffic modelling undertaken shows that there will be very small changes on most local roads (a change of less than 250 vehicles per direction on a weekday in 2031), although some see a very significant benefit as a result of reductions in vehicles using alternative routes to the A358 between Taunton and Ilminster. Feedback during the 2021 statutory consultation expressing concern about the predicted rise in traffic flow using Ash Road resulted in a design change. This was a realignment of Ash Road link to discourage the use of Ash Road as an alternative route between the A358 and Taunton. The traffic modelling of the proposed scheme suggests that there will be no notable change in the traffic flow using Ash Road or going through Stoke St Mary, Thurlbear or West Hatch with the proposed scheme in place (a change of less than 250 vehicles per direction on a weekday in 2031). The current design of the proposed scheme does not allow traffic direct access from either the existing A358 or the new A358 to Greenway Lane – it will be closed to through traffic and only accessible via Stoke Road. The methodology and results of the traffic modelling is reported in the Combined Modelling and Appraisal Report (Document Reference 7.4).	N/A
15	Transport, traffic flows and access	Considers the design does not meet the needs of local people who need direct access to the A358.	For the A358 to become a high quality dual carriageway, junctions along its length must provide a safe means with which to exit or enter the A358 dual carriageway at high speed, complying with the Design Manual for Roads and Bridges (DMRB) CD 122. As such, most of the direct local road accesses have been removed and access to the A358 is from new grade separated junctions at Mattock's Tree Green and Ashill. Where the scheme is forecast to lead to increases in traffic on local roads, National Highways has agreed an approach with Somerset Council, the highway authority for these roads, to assess the forecast traffic impacts and determine whether mitigation is required. As part of the scheme, mitigation measures on the local road network are proposed to help ensure that increases in traffic do not have a detrimental impact on aspects such as traffic congestion or road safety on the local road network. Engagement with Somerset Council on the details of the local roads mitigation will continue into the detailed design stage.	N/A
16	Economics	Feels that this is a waste of public money and the road should be left as it is.	National Highways acknowledges the range of views expressed relating to the need for the scheme and those responses received which object to the scheme going ahead in principle. The 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

Appendix Table 8.1B Summary of matters raised in relation to Q1b of the feedback questionnaire in relation to proposals for Mattock's Tree Green junction and the National Highways response

Row Number	Topic	Matters raised in response to consultation – matters copied verbatim	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Yes/No or N/A)
			Details of the economic appraisal of the scheme, which forms the basis for the value for money assessment, are provided in the Combined Modelling and Appraisal Report (Document Reference 7.4).	
17	Economics	Objects to proposals as considers too expensive.	The South West's economy is under-performing compared to the UK average. Local councils and business leaders agree that upgrading the rest of the A303/A358 corridor to dual carriageway would help connect the South West better to neighbouring regions, unlocking its potential for growth and supporting plans for more homes and jobs. National Highways assess the costs and benefits of the scheme using a number of different assessments to understand impacts including journey time savings to road users, road safety, wider economic impacts, and a range of environmental aspects. The 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
18	Economics	Concern regarding the costs of the project.	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
19	Economics	Opposed to the road scheme as considers it a waste of money.	The South West's economy is under-performing compared to the UK average. Local councils and business leaders agree that upgrading the rest of the A303/A358 corridor to dual carriageway would help connect the South West better to neighbouring regions, unlocking its potential for growth and supporting plans for more homes and jobs. National Highways assess the costs and benefits of the scheme using a number of different assessments	N/A

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			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.	
20	Economics	Considers proposals a waste of tax payers money and a local communications disaster.	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
21	Economics	Concern over wasted taxpayers money.	The South West's economy is under-performing compared to the UK average. Local councils and business leaders agree that upgrading the rest of the A303/A358 corridor to dual carriageway would help connect the South West better to neighbouring regions, unlocking its potential for growth and supporting plans for more homes and jobs. National Highways assess the costs and benefits of the scheme using a number of different assessments to understand impacts including journey time savings to road users, road safety, wider economic impacts, and a range of environmental aspects. The project is reviewed by both National Highways and the Department for Transport to examine whether the benefits outweigh the costs, and whether the business case for the scheme is sufficiently strong to support delivery. This is reviewed at every stage of work to determine whether the scheme delivery should be continued; the scheme has already gone through a strategic outline business case, and the preliminary design stage sets out the outline business case (a more detailed version). A full business case will be prepared during construction preparation if the Development Consent Order is granted. The proposed scheme is part of the Government's second Road Investment Strategy (RIS2), which	N/A

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			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.	
22	Engineering design	Requests a simple access point to the existing A358. Considers there is no need for several roundabouts, and roads in different directions.	For the A358 to become a high quality dual carriageway, junctions along its length must provide a safe means with which to exit or enter the A358 dual carriageway at high speed, complying with Design Manual for Roads and Bridges CD 122. As such, all of the direct local road accesses have been removed and access to the A358 is from new grade separated junctions at Mattock's Tree Green and Ashill. The scheme has been designed to the standards set out in GD300. As such, any new intermediate junctions that are constructed as part of the scheme would need to take the form of a full grade- separated junction similar to the one near Ashill or Mattock's Tree Green. Factors such as the cost, value for money and environmental impacts of this additional junction also need to be considered. A review of the amount of traffic that would be likely to use additional junctions does not justify the costs or environmental impacts of these junctions.	No
23	Engineering design	Considers proposals for Mattock's Tree Green excessive and urges NH to reconsider the extensive configuration of roundabouts and roads given it only brings access to rural villages. Notes this redevelopment of the design would also reduced proposed costs.	Mattock's Tree Green junction and Ashill junction have been designed in accordance with the appropriate standards (DMRB CD 122) taking into account the traffic levels and need for the slip roads to provide a safe means with which to exit or enter the A358 dual carriageway at high speed. National Highways consider the size and scale of the junction is in line with the standards needed for a dual carriageway and appropriate to providing a connection between two A-roads – the A358 and the A378 to Wrantage and Langport – as well as providing local connections for rural villages. The junction has been designed to permit local traffic and agricultural traffic to join the strategic network in the safest practicable way. Following further traffic modelling and consultation, National Highways proposed several design changes to Mattock's Tree Green junction for supplementary consultation. These would improve access for communities living in West Hatch and Hatch Beauchamp and aim to reduce rat running on local roads.	No
24	Engineering design	Considers West Hatch spur, that allows access to Nightingale Farm, excessive and notes concern over drivers speeding along the road.	Introduced following the statutory consultation, the West Hatch Lane Extension includes a new road that would run alongside the A358. This would connect West Hatch Lane to Mattock's Tree Green junction via the proposed new link road to the Somerset Progressive School, the Huish Woods Scout Campsite and local businesses at Nightingale Farm Units. This improves connectivity for the community adjacent to route by allowing vehicles accessing West Hatch to connect more directly to the A358 via the Mattocks Tree Green Junction. The previous design would have taken traffic accessing West Hatch via a longer route via Ash Road and Church Lane. Proposed speed limits are agreed with Somerset County Council.	No
25	Engineering design	Considers the Mattock's Tree Green Junction to be over engineered.	Mattock's Tree Green junction and Ashill junction have been designed in accordance with the appropriate standards (DMRB CD 122) taking into account the traffic levels and need for the slip roads to provide a safe means with which to exit or enter the A358 dual carriageway at high speed. National Highways consider the size and scale of the junction is in line with the standards needed for a dual carriageway and appropriate to providing a connection between two A-roads – the A358 and the A378 to Wrantage and Langport – as well as providing local connections for rural villages. The junction has been designed to permit local traffic and agricultural traffic to join the strategic network in the safest practicable way. Following further traffic modelling and consultation, National Highways proposed several design changes to Mattock's Tree Green junction for supplementary consultation. These would improve access for communities living in West Hatch and Hatch Beauchamp and aim to reduce rat running on local roads.	No
26	Engineering design	Considers the proposed junction an environmental disaster and inappropriate for the rural situation. Notes the existing signalised junction is adequate for its purpose.	Mattock's Tree Green junction has been designed in accordance with the appropriate standards (Design Manual for Roads and Bridges CD 122) taking into account the traffic levels and need for the slip roads to provide a safe means with which to exit or enter the A358 dual carriageway at high speed.	No

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? (Yes/No or N/A)
			The scheme only uses land essential for a development of this nature, including the environmental mitigation measures. Opportunities to minimise footprint have been explored throughout the design process. The proposals seek to reduce the impact on agricultural land through minimising the amount of agricultural land permanently required by the scheme. Agricultural land used temporarily is to be restored to a condition suitable for return to its existing land use. Details of mitigation relating to loss of soils and agricultural land are provided in Chapter 9 Geology and Soils of the Environmental Statement (Document Reference 6.2). The assessment of effects on agricultural soils is presented within Environmental Statement Chapter 9 Geology and Soils (Document Reference 6.2). The assessment of effects on agricultural land holdings is presented within Environmental Statement Chapter 12 Population and health (Document Reference 6.2).	
27	Engineering design	Considers the design an overly engineered response to answer unknown future needs.	Mattock's Tree Green junction and Ashill junction have been designed in accordance with the appropriate standards (DMRB CD 122) taking into account the traffic levels and need for the slip roads to provide a safe means with which to exit or enter the A358 dual carriageway at high speed. National Highways consider the size and scale of the junction is in line with the standards needed for a dual carriageway and appropriate to providing a connection between two A-roads – the A358 and the A378 to Wrantage and Langport – as well as providing local connections for rural villages. The junction has been designed to permit local traffic and agricultural traffic to join the strategic network in the safest practicable way. Following further traffic modelling and consultation, National Highways proposed several design changes to Mattock's Tree Green junction for supplementary consultation. These would improve access for communities living in West Hatch and Hatch Beauchamp and aim to reduce rat running on local roads.	No
28	Engineering design	Considers proposals over-engineered and destructive to the environment.	Mattock's Tree Green junction junction has been designed in accordance with the appropriate standards (Design Manual for Roads and Bridges CD 122) taking into account the traffic levels and need for the slip roads to provide a safe means with which to exit or enter the A358 dual carriageway at high speed. The scheme only uses land essential for a development of this nature, including the environmental mitigation measures. Opportunities to minimise footprint have been explored throughout the design process. The proposals seek to reduce the impact on agricultural land through minimising the amount of agricultural land permanently required by the scheme. Agricultural land used temporarily is to be restored to a condition suitable for return to its existing land use. Details of mitigation relating to loss of soils and agricultural land are provided in Chapter 9 Geology and Soils of the Environmental Statement (Document Reference 6.2). The assessment of effects on agricultural soils is presented within Environmental Statement Chapter 9 Geology and Soils (Document Reference 6.2). The assessment of effects on agricultural land holdings is presented within Environmental Statement Chapter 12 Population and health (Document Reference 6.2).	No
29	Engineering design	Considers the proposals for Mattocks Tree Green junction overly complex.	Mattock's Tree Green junction and Ashill junction have been designed in accordance with the appropriate standards (DMRB CD 122) taking into account the traffic levels and need for the slip roads to provide a safe means with which to exit or enter the A358 dual carriageway at high speed. National Highways consider the size and scale of the junction is in line with the standards needed for a dual carriageway and appropriate to providing a connection between two A-roads – the A358 and the A378 to Wrantage and Langport – as well as providing local connections for rural villages. The junction has been designed to permit local traffic and agricultural traffic to join the strategic network in the safest practicable way. Following further traffic modelling and consultation, National Highways proposed several design changes to Mattock's Tree Green junction for supplementary consultation. These would improve access for communities living in West Hatch and Hatch Beauchamp and aim to reduce rat running on local roads.	N/A
30	Engineering design	Requests the retention of a link of the old dual carriageway at Mattocks Tree Green Junction as considers it will help agricultural traffic and emergency traffic when main routes are blocked.	Mattocks Tree Green Junction provides an all-movements grade separated junction with links to Henlade, Village Road and A378 Langport Road.	No

Row Number	Topic	Matters raised in response to consultation – matters copied verbatim	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Yes/No or N/A)
31	Engineering design	Supports proposals as they provide good access to Taunton and the A358 for residents of Hatch Beauchamp.	National Highways acknowledges the range of views expressed, including those received in support of the scheme.	No
32	Engineering design	Considers the new road layout sensible.	National Highways acknowledges the range of views expressed, including those received in support of the scheme.	No
33	Engineering design	Supports the proposals at Mattock's Tree Green junction.	National Highways acknowledges the range of views expressed, including those received in support of the scheme.	No
34	Engineering design	Considers the new road up to Ash Road needs a choke point (narrowing of the road to pause traffic) at the junction with Ash Road.	National Highways acknowledges the response provided.	No
35	Engineering design	Considers proposals overengineered and effectively a motorway junction in a rural context. Notes at this point there will be 12 carriageways. Concerned this will destroy the local countryside and character of the local area.	Mattock's Tree Green junction and Ashill junction have been designed in accordance with the appropriate standards (DMRB CD 122) taking into account the traffic levels and need for the slip roads to provide a safe means with which to exit or enter the A358 dual carriageway at high speed. National Highways consider the size and scale of the junction is in line with the standards needed for a dual carriageway and appropriate to providing a connection between two A-roads – the A358 and the A378 to Wrantage and Langport – as well as providing local connections for rural villages. The junction has been designed to permit local traffic and agricultural traffic to join the strategic network in the safest practicable way. Following further traffic modelling and consultation, National Highways proposed several design changes to Mattock's Tree Green junction for supplementary consultation. These would improve access for communities living in West Hatch and Hatch Beauchamp and aim to reduce rat running on local roads.	N/A
36	Engineering design	Suggests keeping the dual carriageway on the old road	National Highways acknowledges the response provided. Following the section of proposed A358 which bypasses Henlade, the scheme ties into the current dual carriageway route, repurposing it as the new proposed westbound A358 carriageway with the proposed eastbound lanes constructed alongside.	No
37	Engineering design	Considers the spaghetti-type junction overengineered and out of place in the rural area. Considers proposals would be unnecessary if more access points to the carriageways were maintained.	Mattock's Tree Green junction and Ashill junction have been designed in accordance with the appropriate standards (DMRB CD 122) taking into account the traffic levels and need for the slip roads to provide a safe means with which to exit or enter the A358 dual carriageway at high speed. National Highways consider the size and scale of the junction is in line with the standards needed for a dual carriageway and appropriate to providing a connection between two A-roads – the A358 and the A378 to Wrantage and Langport – as well as providing local connections for rural villages. The junction has been designed to permit local traffic and agricultural traffic to join the strategic network in the safest practicable way. Following further traffic modelling and consultation, National Highways proposed several design changes to Mattock's Tree Green junction for supplementary consultation. These would improve access for communities living in West Hatch and Hatch Beauchamp and aim to reduce rat running on local roads. For the A358 to become a high quality dual carriageway, junctions along its length must provide a safe means with which to exit or enter the A358 dual carriageway at high speed, complying with Design Manual for Roads and Bridges CD 122. As such, most of the direct local road accesses have been removed and access to Mattock's Tree Green junction and Ashill junction are provided. The scheme has been designed to the standards set out in GD300. As such, any new intermediate junctions that are constructed as part of the scheme would need to take the form of a full grade- separated junction similar to the one near Ashill or Mattock's Tree Green. Factors such as the cost, value for money and environmental impacts of this additional junction also need to be considered. A review of the amount of traffic that would be likely to use additional junctions does not justify the costs or environmental impacts of these junctions.	N/A
38	Engineering design	Concern that the Mattock's Tree Junction is significantly out of scale with the rural area and would be confusing for users.	Mattock's Tree Green junction and Ashill junction have been designed in accordance with the appropriate standards (DMRB CD 122) taking into account the traffic levels and need for the slip roads to provide a safe means with which to exit or enter the A358 dual carriageway at high speed. National Highways consider the size and scale of the junction is in line with the standards needed for a dual carriageway and appropriate to providing a connection between two A-roads – the A358 and the A378 to Wrantage and Langport – as well as providing local connections for rural villages. The junction has been designed to permit local traffic and agricultural traffic to join the strategic network in the safest practicable	No

Appendix Table 8.1B Summary of matters raised in relation to Q1b of the feedback questionnaire in relation to proposals for Mattock's Tree Green junction and the National Highways response

Row Number	Topic	Matters raised in response to consultation – matters copied verbatim	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Yes/No or N/A)
			way. Following further traffic modelling and consultation, National Highways proposed several design changes to Mattock's Tree Green junction for supplementary consultation. These would improve access for communities living in West Hatch and Hatch Beauchamp and aim to reduce rat running on local roads.	
39	Engineering design	Queries the logic for preventing non-farm vehicles from crossing West Hatch Lane Bridge. Suggests instead WCH users should be separated from vehicles, allowing them both to cross the bridge.	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.	No
40	Engineering design	Comment that the proposed scheme is motorway standard rather than dual carriageway which is considered to be what is required.	The Preferred Route Announcement made in June 2019 was made considering taking into account public consultation feedback, and the accompanying Scheme Assessment Report (Document Reference 7.6) set out the reasons for the selection of a preferred route, including appraisal of alternatives. National Highways has progressed the scheme accordingly, and the options assessment process is set out in Chapter 3 Assessment of Alternatives of the Environmental Statement (Document Reference 6.2). Please refer to Chapter 2 of this Consultation Report for further information (Document Reference 5.1). 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.	No
41	Engineering design	Considers that the design that includes two motorway-grade junctions is over- engineered.	The Preferred Route Announcement made in June 2019 was made considering taking into account public consultation feedback, and the accompanying Scheme Assessment Report (Document Reference 7.6) set out the reasons for the selection of a preferred route, including appraisal of alternatives. National Highways has progressed the scheme accordingly, and the options assessment process is set out in Chapter 3 Assessment of Alternatives of the Environmental Statement (Document Reference 6.2). Please refer to Chapter 2 of this Consultation Report for further information (Document Reference 5.1). 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.	No
42	Engineering design	Concerned the design is motor-way like with excessive routes and connections and indicates a design where Henlade bypass connects back into the existing A358 infrastructure is preferable.	The Preferred Route Announcement made in June 2019 was made considering taking into account public consultation feedback, and the accompanying Scheme Assessment Report (Document Reference 7.6) set out the reasons for the selection of a preferred route, including appraisal of alternatives. National Highways has progressed the scheme accordingly, and the options assessment process is set out in Chapter 3 Assessment of Alternatives of the Environmental Statement (Document Reference 6.2). Please refer to Chapter 2 of this Consultation Report for further information (Document Reference 5.1). 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	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? (Yes/No or N/A)
			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.	
43	Engineering design	Notes that despite requests to not use the term Expressway, the design at Mattock's Tree Green will materialise an expressway.	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. National Highways consider the size and scale of the junction is in line with the standards needed for a dual carriageway and appropriate to providing a connection between two A-roads – the A358 and the A378 to Wrantage and Langport – as well as providing local connections for rural villages. The junctions have been designed to permit local traffic and agricultural traffic to join the strategic network in the safest practicable way.	No
44	Engineering design	Considers the scale of Mattock's Tree Green excessive for its rural location and destructive on the landscape.	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. National Highways consider the size and scale of the junction is in line with the standards needed for a dual carriageway and appropriate to providing a connection between two A-roads – the A358 and the A378 to Wrantage and Langport – as well as providing local connections for rural villages. The junctions have been designed to permit local traffic and agricultural traffic to join the strategic network in the safest practicable way.	No
45	Engineering design	Suggests the Old Ilminster road should be re-instated for general traffic use and not solely a bus lane. Widening this road and providing better access would solve the rat running problem that current issues are trying to solve.	The potential of opening the bus only road link at Old Ilminster Road (off Blackbrook Park Avenue) to general traffic has been discussed with Somerset Council as the local highway authority responsible for that part of the road network. Such a proposal would not be supported by Somerset Council on the basis that the bus only link is an essential component of bus priority measures in the town that would be lost if the road were to be shared with general traffic. Somerset Council has recently approved a Bus Service Improvement Plan and the loss of this link would be in direct contradiction of it.	No
46	Engineering design	Considers too much land is being used for the Nexus 25 junction	The proposed design change to have the Nexus 25 junction as a signalised junction would better accommodate a crossing of the A358 for walkers and cyclists. The proposed signalised junction would provide adequate capacity for the predicted traffic flows and allow more control over traffic movements by linking the operation of the signals to those at the M5 junction 25 roundabout and Taunton Gateway Park and Ride.	No
47	Engineering design	Concerned residents at the end of Green Lane will have a long detour if travelling in the Ilminster direction. Suggests to mitigate against this the route of the old railway line is used to connect the end of Green Lane to the Ash Junction.	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 Chapter 3 Assessment of Alternatives of the Environmental Statement (Document Reference 6.2). Please refer to Chapter 2 of this Consultation Report (Document Reference 5.1) for further information.	N/A
48	Engineering design	Supports the overall principle but notes concerns over the scale of the proposals, particularly the potential for 8 lanes. Requests the proposals are reduced to a dual carriageway with feeder lanes.	Mattock's Tree Green junction and Ashill junction have been designed in accordance with the appropriate standards (DMRB CD 122) taking into account the traffic levels and need for the slip roads to provide a safe means with which to exit or enter the A358 dual carriageway at high speed. National Highways consider the size and scale of the junction is in line with the standards needed for a dual carriageway and appropriate to providing a connection between two A-roads – the A358 and the A378 to Wrantage and Langport – as well as providing local connections for rural villages. The junction has been designed to permit local traffic and agricultural traffic to join the strategic network in the safest practicable way. Following further traffic modelling and consultation, National Highways proposed several design changes to Mattock's Tree Green junction for supplementary consultation. These would improve access for communities living in West Hatch and Hatch Beauchamp and aim to reduce rat running on local roads.	No
49	Engineering design	Considers the dual roundabout over-engineered and a totally unnecessary environmental disaster in its current format. Considers a simple underpass and graded junctions would suffice.	Mattock's Tree Green junction and Ashill junction have been designed in accordance with the appropriate standards (DMRB CD 122) taking into account the traffic levels and need for the slip roads to provide a safe means with which to exit or enter the A358 dual carriageway at high speed. National Highways consider the size and scale of the junction is in line with the standards needed for a dual carriageway and appropriate to providing a connection between two A-roads – the A358 and the A378 to Wrantage and Langport – as well as providing local connections for rural villages. The junction has been	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? (Yes/No or N/A)
			designed to permit local traffic and agricultural traffic to join the strategic network in the safest practicable way. Following further traffic modelling and consultation, National Highways proposed several design changes to Mattock's Tree Green junction for supplementary consultation. These would improve access for communities living in West Hatch and Hatch Beauchamp and aim to reduce rat running on local roads.	
50	Engineering design	Disagrees with the proposal for Mattocks Tree Green as considers it to be elaborate	Mattock's Tree Green junction and Ashill junction have been designed in accordance with the appropriate standards (DMRB CD 122) taking into account the traffic levels and need for the slip roads to provide a safe means with which to exit or enter the A358 dual carriageway at high speed. National Highways consider the size and scale of the junction is in line with the standards needed for a dual carriageway and appropriate to providing a connection between two A-roads – the A358 and the A378 to Wrantage and Langport – as well as providing local connections for rural villages. The junction has been designed to permit local traffic and agricultural traffic to join the strategic network in the safest practicable way. Following further traffic modelling and consultation, National Highways proposed several design changes to Mattock's Tree Green junction for supplementary consultation. These would improve access for communities living in West Hatch and Hatch Beauchamp and aim to reduce rat running on local roads.	No
51	Engineering design	Objects to proposals as they use too much land and the current traffic lights are adequate.	Mattock's Tree Green junction and Ashill junction have been designed in accordance with the appropriate standards (DMRB CD 122) taking into account the traffic levels and need for the slip roads to provide a safe means with which to exit or enter the A358 dual carriageway at high speed. National Highways consider the size and scale of the junction is in line with the standards needed for a dual carriageway and appropriate to providing a connection between two A-roads – the A358 and the A378 to Wrantage and Langport – as well as providing local connections for rural villages. The junction has been designed to permit local traffic and agricultural traffic to join the strategic network in the safest practicable way. Following further traffic modelling and consultation, National Highways proposed several design changes to Mattock's Tree Green junction for supplementary consultation. These would improve access for communities living in West Hatch and Hatch Beauchamp and aim to reduce rat running on local roads.	No
52	Engineering design	Considers the current design for Mattock's Tree Green functions well and does not cause tailbacks. Considers there no purpose in replacing lights with a roundabout as it will still halt traffic flow and suggests an underpass is implemented if this is the purpose. Considers there no need to implement a signalised crossing.	Mattock's Tree Green junction and Ashill junction have been designed in accordance with the appropriate standards (DMRB CD 122) taking into account the traffic levels and need for the slip roads to provide a safe means with which to exit or enter the A358 dual carriageway at high speed. National Highways consider the size and scale of the junction is in line with the standards needed for a dual carriageway and appropriate to providing a connection between two A-roads – the A358 and the A378 to Wrantage and Langport – as well as providing local connections for rural villages. The junction has been designed to permit local traffic and agricultural traffic to join the strategic network in the safest practicable way. Following further traffic modelling and consultation, National Highways proposed several design changes to Mattock's Tree Green junction for supplementary consultation. These would improve access for communities living in West Hatch and Hatch Beauchamp and aim to reduce rat running on local roads.	No
53	Engineering design	Considers the design for Mattock's Tree Green out of context in the landscape.	Mattock's Tree Green junction and Ashill junction have been designed in accordance with the appropriate standards (DMRB CD 122) taking into account the traffic levels and need for the slip roads to provide a safe means with which to exit or enter the A358 dual carriageway at high speed. National Highways consider the size and scale of the junction is in line with the standards needed for a dual carriageway and appropriate to providing a connection between two A-roads – the A358 and the A378 to Wrantage and Langport – as well as providing local connections for rural villages. The junction has been designed to permit local traffic and agricultural traffic to join the strategic network in the safest practicable way. Following further traffic modelling and consultation, National Highways proposed several design changes to Mattock's Tree Green junction for supplementary consultation. These would improve access for communities living in West Hatch and Hatch Beauchamp and aim to reduce rat running on local roads.	No
54	Engineering design	Considers the proposals overkill and unnecessary.	Mattock's Tree Green junction and Ashill junction have been designed in accordance with the appropriate standards (DMRB CD 122) taking into account the traffic levels and need for the slip roads to provide a safe means with which to exit or enter the A358 dual carriageway at high speed. National Highways consider the size and scale of the junction is in line with the standards needed for a dual carriageway and appropriate to providing a connection between two A-roads – the A358 and the A378	No

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			to Wrantage and Langport – as well as providing local connections for rural villages. The junction has been designed to permit local traffic and agricultural traffic to join the strategic network in the safest practicable way. Following further traffic modelling and consultation, National Highways proposed several design changes to Mattock's Tree Green junction for supplementary consultation. These would improve access for communities living in West Hatch and Hatch Beauchamp and aim to reduce rat running on local roads.	
55	Engineering design	Objects to design of Mattock's Tree Green as considers it on par with a spaghetti junction.	Mattock's Tree Green junction and Ashill junction have been designed in accordance with the appropriate standards (DMRB CD 122) taking into account the traffic levels and need for the slip roads to provide a safe means with which to exit or enter the A358 dual carriageway at high speed. National Highways consider the size and scale of the junction is in line with the standards needed for a dual carriageway and appropriate to providing a connection between two A-roads – the A358 and the A378 to Wrantage and Langport – as well as providing local connections for rural villages. The junction has been designed to permit local traffic and agricultural traffic to join the strategic network in the safest practicable way. Following further traffic modelling and consultation, National Highways proposed several design changes to Mattock's Tree Green junction for supplementary consultation. These would improve access for communities living in West Hatch and Hatch Beauchamp and aim to reduce rat running on local roads.	No
56	Engineering design	Considers proposals unnecessary and the existing lights already work well.	Mattock's Tree Green junction and Ashill junction have been designed in accordance with the appropriate standards (DMRB CD 122) taking into account the traffic levels and need for the slip roads to provide a safe means with which to exit or enter the A358 dual carriageway at high speed. National Highways consider the size and scale of the junction is in line with the standards needed for a dual carriageway and appropriate to providing a connection between two A-roads – the A358 and the A378 to Wrantage and Langport – as well as providing local connections for rural villages. The junction has been designed to permit local traffic and agricultural traffic to join the strategic network in the safest practicable way. Following further traffic modelling and consultation, National Highways proposed several design changes to Mattock's Tree Green junction for supplementary consultation. These would improve access for communities living in West Hatch and Hatch Beauchamp and aim to reduce rat running on local roads.	No
57	Engineering design	Considers the roundabout design excessive in scale and considers it inappropriate for the rural setting. Considers traffic lights a pointless inclusion as horse riders will not use the crossing given the scale.	Mattock's Tree Green junction and Ashill junction have been designed in accordance with the appropriate standards (DMRB CD 122) taking into account the traffic levels and need for the slip roads to provide a safe means with which to exit or enter the A358 dual carriageway at high speed. National Highways consider the size and scale of the junction is in line with the standards needed for a dual carriageway and appropriate to providing a connection between two A-roads – the A358 and the A378 to Wrantage and Langport – as well as providing local connections for rural villages. The junction has been designed to permit local traffic and agricultural traffic to join the strategic network in the safest practicable way. Following further traffic modelling and consultation, National Highways proposed several design changes to Mattock's Tree Green junction for supplementary consultation. These would improve access for communities living in West Hatch and Hatch Beauchamp and aim to reduce rat running on local roads. The scheme only uses land essential for a development of this nature, including the environmental mitigation measures. Opportunities to minimise footprint have been explored throughout the design process. The proposals seek to reduce the impact on agricultural land through minimising the amount of agricultural land permanently required by the scheme. Agricultural land used temporarily is to be restored to a condition suitable for return to its existing land use. Details of mitigation relating to loss of soils and agricultural land are provided in Chapter 9 Geology and Soils of the Environmental Statement (Document Reference 6.2). The assessment of effects on agricultural soils is presented within Environmental Statement Chapter 9 Geology and Soils (Document Reference 6.2). The assessment of effects on agricultural land holdings is presented within Environmental Statement Chapter 12 Population and health (Document Reference 6.2).	N/A
58	Engineering design	Considers the proposals out of context for rural somerset. Suggests there should be a solution that does not carve up farmland.	Mattock's Tree Green junction and Ashill junction have been designed in accordance with the appropriate standards (DMRB CD 122) taking into account the traffic levels and need for the slip roads to provide a safe means with which to exit or enter the A358 dual carriageway at high speed.	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? (Yes/No or N/A)
			National Highways consider the size and scale of the junction is in line with the standards needed for a dual carriageway and appropriate to providing a connection between two A-roads – the A358 and the A378 to Wrantage and Langport – as well as providing local connections for rural villages. The junction has been designed to permit local traffic and agricultural traffic to join the strategic network in the safest practicable way. Following further traffic modelling and consultation, National Highways proposed several design changes to Mattock's Tree Green junction for supplementary consultation. These would improve access for communities living in West Hatch and Hatch Beauchamp and aim to reduce rat running on local roads. The scheme only uses land essential for a development of this nature, including the environmental mitigation measures. Opportunities to minimise footprint have been explored throughout the design process. The proposals seek to reduce the impact on agricultural land through minimising the amount of agricultural land permanently required by the scheme. Agricultural land used temporarily is to be restored to a condition suitable for return to its existing land use. Details of mitigation relating to loss of soils and agricultural land are provided in Chapter 9 Geology and Soils of the Environmental Statement (Document Reference 6.2). The assessment of effects on agricultural soils is presented within Environmental Statement Chapter 9 Geology and Soils (Document Reference 6.2). The assessment of effects on agricultural land holdings is presented within Environmental Statement Chapter 12 Population and health (Document Reference 6.2).	
59	Engineering design	Concern over the amount of land that is being taken for proposals and considers the proposals a concrete mess.	Mattock's Tree Green junction and Ashill junction have been designed in accordance with the appropriate standards (DMRB CD 122) taking into account the traffic levels and need for the slip roads to provide a safe means with which to exit or enter the A358 dual carriageway at high speed. National Highways consider the size and scale of the junction is in line with the standards needed for a dual carriageway and appropriate to providing a connection between two A-roads – the A358 and the A378 to Wrantage and Langport – as well as providing local connections for rural villages. The junction has been designed to permit local traffic and agricultural traffic to join the strategic network in the safest practicable way. Following further traffic modelling and consultation, National Highways proposed several design changes to Mattock's Tree Green junction for supplementary consultation. These would improve access for communities living in West Hatch and Hatch Beauchamp and aim to reduce rat running on local roads. The scheme only uses land essential for a development of this nature, including the environmental mitigation measures. Opportunities to minimise footprint have been explored throughout the design process. The proposals seek to reduce the impact on agricultural land through minimising the amount of agricultural land permanently required by the scheme. Agricultural land used temporarily is to be restored to a condition suitable for return to its existing land use. Details of mitigation relating to loss of soils and agricultural land are provided in Chapter 9 Geology and Soils of the Environmental Statement (Document Reference 6.2). The assessment of effects on agricultural soils is presented within Environmental Statement Chapter 9 Geology and Soils (Document Reference 6.2). The assessment of effects on agricultural land holdings is presented within Environmental Statement Chapter 12 Population and health (Document Reference 6.2).	N/A
60	Engineering design	Suggests that if the link is built, it should be residential, WCH and agricultural access only. Suggests that the extension to West Hatch should only be wide enough for farm traffic and not to NH standards, marked access only with a ban on all non-agricultural traffic over 3.5tonnes. Notes there should be no access or signage to the RSPCA from this direction.	The size and form of the Mattock's Tree Green junction is determined by projected traffic volumes, a requirement to meet current design standards to ensure it is safe for road users, and a Scheme Objective to provide local connectivity. The Mattock's Tree Green junction is one of the two proposed grade-separated junctions on the scheme. It is an 'all-movements' junction, which means all movements would be possible regardless of the approach road used. This would provide connectivity for both local and regional traffic, which is a key objective of the scheme. The most efficient junction type to achieve this objective in this location is through the provision of two roundabouts, one of either side of the A358, as shown on the consultation design. An alternative junction arrangement would not be suitable. The proposed West Hatch Lane extension was introduced to improve connectivity for community adjacent	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? (Yes/No or N/A)
			to route by allowing vehicles accessing West Hatch to connect more 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.	
61	Environment	Concern over construction impact to environment and ecology.	National Highways acknowledge concern over the level of environmental impact potentially arising from the scheme. The need for the scheme is established and set out in the Case for the Scheme (Document Reference 7.1). The proposals seek to address traffic congestion and safety issues that currently impact on local people and businesses (including reducing impacts on air quality), whilst seeking to improve connectivity for local residents and other road users. As part of the design development, we have adopted a mitigation hierarchy, aiming first to avoid impacts, and then to mitigate those we are unable to avoid. The mitigation measures we have adopted are described in the Environmental Statement (Document Reference 6.2). The proposals have been informed by extensive ecological surveys which have fed into the Environmental Impact Assessment (EIA) process. A mitigation hierarchy approach has been applied to the scheme design; seeking firstly to avoid, or reduce adverse effects on valued ecological features and then to mitigate those which cannot be reduced. Where impacts upon protected species and habitats have been identified, specific mitigation strategies have been developed and agreed with Natural England; these are included within the Environmental Statement (Document Reference 6.2).	No
62	Environment	Considers the schemes savings will not balance with the damage caused during construction. Highlights environmental destruction currently occurring at the Sparkford section of the A308 to include lorries, bulldozers.	National Highways acknowledge concern over the level of environmental impact potentially arising from the scheme. The need for the scheme is established and set out in the Case for the Scheme (Document Reference 7.1). The proposals seek to address traffic congestion and safety issues that currently impact on local people and businesses (including reducing impacts on air quality), whilst seeking to improve connectivity for local residents and other road users. As part of the design development, we have adopted a mitigation hierarchy, aiming first to avoid impacts, and then to mitigate those we are unable to avoid. The mitigation measures we have adopted are described in the Environmental Statement (Document Reference 6.2). The Environmental Management Plan (EMP) (Document Reference 6.4, Appendix 2.1) outlines measures to be implemented by the contractor to control potential impacts during the construction stage. This includes a Register of Environmental Actions and Commitments (REAC). The EMP is a live document and will be further refined prior to and during the construction stage in accordance with the Design Manual for Roads and Bridges LA120 Environmental Management Plans.	No
63	Environment	Concerned about damage to the countryside.	National Highways acknowledge concern over the level of environmental impact potentially arising from the scheme. The need for the scheme is established and set out in the Case for the Scheme (Document Reference 7.1). The proposals seek to address traffic congestion and safety issues that currently impact on local people and businesses (including reducing impacts on air quality), whilst seeking to improve connectivity for local residents and other road users. As part of the design development, we have adopted a mitigation hierarchy, aiming first to avoid impacts, and then to mitigate those we are unable to avoid. The mitigation measures we have adopted are described in the Environmental Statement (Document Reference 6.2).	No
64	Environment	Concern that the route between Southfields Roundabout and the M5 junction is being built to motorway standard rather than the required dual carriageway standard, creating an over-engineered response.	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
65	Environment	Considers quantity of land taken for proposals excessive.	The proposed scheme only uses land essential for a development of this nature, including the environmental mitigation measures. Opportunities to minimise the footprint have been explored throughout the design process. The proposals seek to reduce the impact on agricultural land through minimising the amount of agricultural land permanently required by the scheme. Agricultural land used temporarily is to be restored to a condition suitable for return to its existing land function. The assessment of effects on agricultural land is presented within Environmental Statement Chapter 9 Geology and soils (Document	No

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			Reference 6.2). The assessment of effects on agricultural land holdings is presented within Environmental Statement Chapter 12 Population and human health (Document Reference 6.2). Mattock's Tree Green junction and Ashill junction have been designed in accordance with the appropriate standards (DMRB CD 122) taking into account the traffic levels and need for the slip roads to provide a safe means with which to exit or enter the A358 dual carriageway at high speed. National Highways consider the size and scale of the junction is in line with the standards needed for a dual carriageway and appropriate to providing a connection between two A-roads – the A358 and the A378 to Wrantage and Langport – as well as providing local connections for rural villages. The junction has been designed to permit local traffic and agricultural traffic to join the strategic network in the safest practicable way. Following further traffic modelling and consultation, National Highways proposed several design changes to Mattock's Tree Green junction for supplementary consultation. These would improve access for communities living in West Hatch and Hatch Beauchamp and aim to reduce rat running on local roads.	
66	Environment	Considers the proposals unjustifiably destroy farmland.	The proposed scheme only uses land essential for a development of this nature, including the environmental mitigation measures. Opportunities to minimise the footprint have been explored throughout the design process. The proposals seek to reduce the impact on agricultural land through minimising the amount of agricultural land permanently required by the scheme. Agricultural land used temporarily is to be restored to a condition suitable for return to its existing land function. The assessment of effects on agricultural land is presented within Environmental Statement Chapter 9 Geology and soils (Document Reference 6.2). The assessment of effects on agricultural land holdings is presented within Environmental Statement Chapter 12 Population and human health (Document Reference 6.2).	N/A
67	Environment	Feels will be an environmental disaster in its current form.	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
68	Environment	Feels the proposals are an environmental disaster in the current format.	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). Mattock's Tree Green junction and Ashill junction have been designed in accordance with the appropriate standards (DMRB CD 122) taking into account the traffic levels and need for the slip roads to provide a safe means with which to exit or enter the A358 dual carriageway at high speed. National Highways consider the size and scale of the junction is in line with the standards needed for a dual carriageway and appropriate to providing a connection between two A-roads – the A358 and the A378 to Wrantage and Langport – as well as providing local connections for rural villages. The junction has been designed to permit local traffic and agricultural traffic to join the strategic network in the safest practicable way. Following further traffic modelling and consultation, National Highways proposed several design changes to Mattock's Tree Green junction for supplementary consultation. These would improve access for communities living in West Hatch and Hatch Beauchamp and aim to reduce rat running on local roads.	No
69	Environment	Considers proposals too big and damaging too the environment.	National Highways acknowledge concern over the level of environmental impact potentially arising from the scheme. The need for the scheme is established and set out in the Case for the Scheme (Document Reference 7.1). The proposals seek to address traffic congestion and safety issues that currently impact on local people and businesses (including reducing impacts on air quality), whilst seeking to improve connectivity for local residents and other road users.	No

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			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). Mattock's Tree Green junction and Ashill junction have been designed in accordance with the appropriate standards (DMRB CD 122) taking into account the traffic levels and need for the slip roads to provide a safe means with which to exit or enter the A358 dual carriageway at high speed. National Highways consider the size and scale of the junction is in line with the standards needed for a dual carriageway and appropriate to providing a connection between two A-roads – the A358 and the A378 to Wrantage and Langport – as well as providing local connections for rural villages. The junction has been designed to permit local traffic and agricultural traffic to join the strategic network in the safest practicable way. Following further traffic modelling and consultation, National Highways proposed several design changes to Mattock's Tree Green junction for supplementary consultation. These would improve access for communities living in West Hatch and Hatch Beauchamp and aim to reduce rat running on local roads.	
70	Environment	Concern about the loss of land including habitats to the motorway-grade junctions.	The proposed scheme only uses land essential for a development of this nature, including the environmental mitigation measures. Opportunities to minimise the footprint have been explored throughout the design process. The proposals seek to reduce the impact on agricultural land through minimising the amount of agricultural land permanently required by the scheme. Agricultural land used temporarily is to be restored to a condition suitable for return to its existing land function. The assessment of effects on agricultural land is presented within Environmental Statement Chapter 9 Geology and soils (Document Reference 6.2). The assessment of effects on agricultural land holdings is presented within Environmental Statement Chapter 12 Population and human health (Document Reference 6.2). Mattock's Tree Green junction and Ashill junction have been designed in accordance with the appropriate standards (DMRB CD 122) taking into account the traffic levels and need for the slip roads to provide a safe means with which to exit or enter the A358 dual carriageway at high speed.	No
71	Environment	Considers proposals have an unnecessarily large impact on surrounding countryside.	National Highways acknowledge concern raised in relation to the potential for the scheme to impact natural habitats and wildlife. As part of the preliminary design, we have sought to provide replacement habitat along the route and the Environmental Statement describes the mitigation measures we have adopted. This shows that whilst we would lose woodland, we would replace with both semi-natural broadleaved woodland and open woodland both across and in close proximity to the route. The same occurs for hedgerow and grassland where significant increases are proposed. Environmental Statement Figure 7.8 Environmental Masterplans (Document Reference 6.3) sets out the planting and landscaping proposals for the scheme, whilst an assessment of the effects of the scheme on wildlife and habitats is set out in Environmental Statement Chapter 8 Biodiversity. As part of the preliminary design, we have sought to provide replacement habitat along the route and the Environmental Statement (Document Reference 6.2) describes the mitigation measures we have adopted. This shows that whilst we would lose woodland, we would replace with both semi-natural broadleaved woodland and open woodland both across and in close proximity to the route. The same occurs for hedgerow and grassland where significant increases are proposed. Environmental Statement Figure 7.8 Environmental Masterplans (Document Reference 6.3) sets out the planting and landscaping proposals for the scheme, whilst an assessment of the effects of the scheme on wildlife and habitats is set out in Environmental Statement Chapter 8 Biodiversity (Document Reference 6.2).	No
72	Landscape and visual impacts	Considers the design significantly over-engineered and a destructive to the environment. Concern over light pollution given Mattock's Hill is a high points and can be seen from long distances.	National Highways recognises the significance and sensitivity of the landscape. Environmental Statement Chapter 7 Landscape and visual effects (Document Reference 6.2) assesses and reports the landscape and visual impacts of the scheme on local landscape and visual receptors from public right of ways, footpaths, and representative views from properties, including within the Blackdown Hills Area of Outstanding Natural Beauty. Where it is possible to do so for a development of this nature, mitigation measures have been implemented to avoid or minimise impacts and retain local character and visual amenity. This includes consideration of structure design, environmental earthworks, planting, and hedgerow improvements. Areas of existing vegetation of high biodiversity value including woodland, individual trees and hedgerows have also been retained or protected where possible or minimised through design to minimise impacts on visual amenity. The Environmental Masterplan is presented on Figure 7.8 of	No

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			the Environmental Statement (Document Reference 6.3). The proposed development only uses land essential for a development of this nature, including the environmental mitigation measures. Mattock's Tree Green junction and Ashill junction have been designed in accordance with the appropriate standards (DMRB CD 122) taking into account the traffic levels and need for the slip roads to provide a safe means with which to exit or enter the A358 dual carriageway at high speed. National Highways consider the size and scale of the junction is in line with the standards needed for a dual carriageway and appropriate to providing a connection between two A-roads – the A358 and the A378 to Wrantage and Langport – as well as providing local connections for rural villages. The junction has been designed to permit local traffic and agricultural traffic to join the strategic network in the safest practicable way. Following further traffic modelling and consultation, National Highways proposed several design changes to Mattock's Tree Green junction for supplementary consultation. These would improve access for communities living in West Hatch and Hatch Beauchamp and aim to reduce rat running on local roads. Lighting will be limited to the Nexus 25 junction and Southfields roundabout. The mainline carriageway, including the two new junctions at Mattock's Tree Green and Ashill will not be lit. The provision of lighting on other local roads is not expected to be required except for some limited locations at the tie-in of the new road alignment with existing local roads, or where existing lit local roads are realigned. Further details of the approach to lighting is provided within Environmental Statement Chapter 2 The project (Document Reference 6.2). An assessment of the impact of lighting on the landscape is provided in Environmental Statement Chapter 7 Landscape and visual effects (Document Reference 6.2). Should the application be approved, the specific lighting specification will be developed at the detailed design stage. The intention is to minimise any potential light spillage into the landscape.	
73	Landscape and visual impacts	Concern over impact of proposals on the countryside.	National Highways recognises the significance and sensitivity of the landscape. Environmental Statement Chapter 7 Landscape and visual effects (Document Reference 6.2) assesses and reports the landscape and visual impacts of the scheme on local landscape and visual receptors from public right of ways, footpaths, and representative views from properties, including within the Blackdown Hills Area of Outstanding Natural Beauty. Where it is possible to do so for a development of this nature, mitigation measures have been implemented to avoid or minimise impacts and retain local character and visual amenity. This includes consideration of structure design, environmental earthworks, planting, and hedgerow improvements. Areas of existing vegetation of high biodiversity value including woodland, individual trees and hedgerows have also been retained or protected where possible or minimised through design to minimise impacts on visual amenity. The Environmental Masterplan is presented on Figure 7.8 of the Environmental Statement (Document Reference 6.3).	No
74	Landscape and visual impacts	Concerned that it will dominate and blight what is a relatively rural area, permanently changing the nature of this part of the county.	National Highways recognises the significance and sensitivity of the landscape. Environmental Statement Chapter 7 Landscape and visual effects (Document Reference 6.2) assesses and reports the landscape and visual impacts of the scheme on local landscape and visual receptors from public right of ways, footpaths, and representative views from properties, including within the Blackdown Hills Area of Outstanding Natural Beauty. Where it is possible to do so for a development of this nature, mitigation measures have been implemented to avoid or minimise impacts and retain local character and visual amenity. This includes consideration of structure design, environmental earthworks, planting, and hedgerow improvements. Areas of existing vegetation of high biodiversity value including woodland, individual trees and hedgerows have also been retained or protected where possible or minimised through design to minimise impacts on visual amenity. The Environmental Masterplan is presented on Figure 7.8 of the Environmental Statement (Document Reference 6.3).	No
75	Landscape and visual impacts	Considers proposals unsightly and unnecessary. Concerned over disturbance on local landscape. Notes proposals should be reconsidered.	National Highways recognises the significance and sensitivity of the landscape. Environmental Statement Chapter 7 Landscape and visual effects (Document Reference 6.2) assesses and reports the landscape and visual impacts of the scheme on local landscape and visual receptors from public right of ways, footpaths, and representative views from properties, including within the Blackdown Hills Area of Outstanding Natural Beauty. Where it is possible to do so for a development of this nature, mitigation measures have been implemented to avoid or minimise impacts and retain local character and visual amenity. This includes consideration of structure design, environmental earthworks, planting, and hedgerow improvements. Areas of existing vegetation of high biodiversity value including woodland,	No

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			individual trees and hedgerows have also been retained or protected where possible or minimised through design to minimise impacts on visual amenity. The Environmental Masterplan is presented on Figure 7.8 of the Environmental Statement (Document Reference 6.3).	
76	Landscape and visual impacts	Considers the Mattocks Tree Green Junction to be unnecessary and that it will ruin the countryside.	National Highways recognises the significance and sensitivity of the landscape. Environmental Statement Chapter 7 Landscape and visual effects (Document Reference 6.2) assesses and reports the landscape and visual impacts of the scheme on local landscape and visual receptors from public right of ways, footpaths, and representative views from properties, including within the Blackdown Hills Area of Outstanding Natural Beauty. Where it is possible to do so for a development of this nature, mitigation measures have been implemented to avoid or minimise impacts and retain local character and visual amenity. This includes consideration of structure design, environmental earthworks, planting, and hedgerow improvements. Areas of existing vegetation of high biodiversity value including woodland, individual trees and hedgerows have also been retained or protected where possible or minimised through design to minimise impacts on visual amenity. The Environmental Masterplan is presented on Figure 7.8 of the Environmental Statement (Document Reference 6.3).	No
77	Landscape and visual impacts	Considers it will be a challenge within this environment to landscape the scheme to improve the countryside views	National Highways recognises the significance and sensitivity of the landscape. Environmental Statement Chapter 7 Landscape and visual effects (Document Reference 6.2) assesses and reports the landscape and visual impacts of the scheme on local landscape and visual receptors from public right of ways, footpaths, and representative views from properties, including within the Blackdown Hills Area of Outstanding Natural Beauty. Where it is possible to do so for a development of this nature, mitigation measures have been implemented to avoid or minimise impacts and retain local character and visual amenity. This includes consideration of structure design, environmental earthworks, planting, and hedgerow improvements. Areas of existing vegetation of high biodiversity value including woodland, individual trees and hedgerows have also been retained or protected where possible or minimised through design to minimise impacts on visual amenity. The Environmental Masterplan is presented on Figure 7.8 of the Environmental Statement (Document Reference 6.3).	No
78	Landscape and visual impacts	Considers the proposals for Mattock's Tree Green Junction to be excessive and will scar the landscape	National Highways recognises the significance and sensitivity of the landscape. Environmental Statement Chapter 7 Landscape and visual effects (Document Reference 6.2) assesses and reports the landscape and visual impacts of the scheme on local landscape and visual receptors from public right of ways, footpaths, and representative views from properties, including within the Blackdown Hills Area of Outstanding Natural Beauty. Where it is possible to do so for a development of this nature, mitigation measures have been implemented to avoid or minimise impacts and retain local character and visual amenity. This includes consideration of structure design, environmental earthworks, planting, and hedgerow improvements. Areas of existing vegetation of high biodiversity value including woodland, individual trees and hedgerows have also been retained or protected where possible or minimised through design to minimise impacts on visual amenity. The Environmental Masterplan is presented on Figure 7.8 of the Environmental Statement (Document Reference 6.3). The proposed development only uses land essential for a development of this nature, including the environmental mitigation measures. Mattock's Tree Green junction and Ashill junction have been designed in accordance with the appropriate standards (DMRB CD 122) taking into account the traffic levels and need for the slip roads to provide a safe means with which to exit or enter the A358 dual carriageway at high speed. National Highways consider the size and scale of the junction is in line with the standards needed for a dual carriageway and appropriate to providing a connection between two A-roads – the A358 and the A378 to Wrantage and Langport – as well as providing local connections for rural villages. The junction has been designed to permit local traffic and agricultural traffic to join the strategic network in the safest practicable way. Following further traffic modelling and consultation, National Highways proposed several design changes to Mattock's Tree Green junction for supplementary consultation. These would improve access for communities living in West Hatch and Hatch Beauchamp and aim to reduce rat running on local roads. Lighting will be limited to the Nexus 25 junction and Southfields roundabout. The mainline carriageway, including the two new junctions at Mattock's Tree Green and Ashill will not be lit. The provision of lighting on other local roads is not expected to be required except for some limited locations at the tie-in of the new road alignment with existing local roads, or where existing lit local roads are realigned. Further details of	No

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			the approach to lighting is provided within Environmental Statement Chapter 2 The project (Document Reference 6.2). An assessment of the impact of lighting on the landscape is provided in Environmental Statement Chapter 7 Landscape and visual effects (Document Reference 6.2). Should the application be approved, the specific lighting specification will be developed at the detailed design stage. The intention is to minimise any potential light spillage into the landscape.	
79	Landscape and visual impacts	The infrastructure is too large and would scare the landscape- does not need to be the proposed size or scale.	National Highways recognises the significance and sensitivity of the landscape. Environmental Statement Chapter 7 Landscape and visual effects (Document Reference 6.2) assesses and reports the landscape and visual impacts of the scheme on local landscape and visual receptors from public right of ways, footpaths, and representative views from properties, including within the Blackdown Hills Area of Outstanding Natural Beauty. Where it is possible to do so for a development of this nature, mitigation measures have been implemented to avoid or minimise impacts and retain local character and visual amenity. This includes consideration of structure design, environmental earthworks, planting, and hedgerow improvements. Areas of existing vegetation of high biodiversity value including woodland, individual trees and hedgerows have also been retained or protected where possible or minimised through design to minimise impacts on visual amenity. The Environmental Masterplan is presented on Figure 7.8 of the Environmental Statement (Document Reference 6.3). The proposed development only uses land essential for a development of this nature, including the environmental mitigation measures. Mattock's Tree Green junction and Ashill junction have been designed in accordance with the appropriate standards (DMRB CD 122) taking into account the traffic levels and need for the slip roads to provide a safe means with which to exit or enter the A358 dual carriageway at high speed. National Highways consider the size and scale of the junction is in line with the standards needed for a dual carriageway and appropriate to providing a connection between two A-roads – the A358 and the A378 to Wrantage and Langport – as well as providing local connections for rural villages. The junction has been designed to permit local traffic and agricultural traffic to join the strategic network in the safest practicable way. Following further traffic modelling and consultation, National Highways proposed several design changes to Mattock's Tree Green junction for supplementary consultation. These would improve access for communities living in West Hatch and Hatch Beauchamp and aim to reduce rat running on local roads. Lighting will be limited to the Nexus 25 junction and Southfields roundabout. The mainline carriageway, including the two new junctions at Mattock's Tree Green and Ashill will not be lit. The provision of lighting on other local roads is not expected to be required except for some limited locations at the tie-in of the new road alignment with existing local roads, or where existing lit local roads are realigned. Further details of the approach to lighting is provided within Environmental Statement Chapter 2 The project (Document Reference 6.2). An assessment of the impact of lighting on the landscape is provided in Environmental Statement Chapter 7 Landscape and visual effects (Document Reference 6.2). Should the application be approved, the specific lighting specification will be developed at the detailed design stage. The intention is to minimise any potential light spillage into the landscape.	No
80	New connection at Mattock's Tree Green eastern roundabout and a new signalised crossing for walkers, cyclists and horse-riders on the A378	Supports the proposal of the new link to the roundabout instead of a T junction and supports the crossings provided	National Highways acknowledges the general support received in relation to the design proposals.	No
81	New connection at Mattock's Tree Green eastern roundabout and a new signalised crossing for walkers, cyclists and horse-riders on the A378	Supports the new Village Road Junction.	National Highways acknowledges the general support received in relation to the design proposals.	N/A

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82	New connection at Mattock's Tree Green eastern roundabout and a new signalised crossing for walkers, cyclists and horse-riders on the A378	Considers the signalised junction not required and suggests direct access would aid traffic flow.	The proposed signals are for the benefit of walking, cycling and horse-riding users only and do not form part of a junction on the A378. The signal controlled crossing on the A378 Langport Road would provide a safe crossing for all users and allow them to avoid the eastern roundabout. The track on either side of the crossing would be a restricted byway using the existing A358 carriageway that would be redundant because of the scheme. The signal control is benefical because it would otherwise be difficult for users trying to cross the road to find a gap in the flow of traffic on the A378.	No
83	New connection at Mattock's Tree Green eastern roundabout and a new signalised crossing for walkers, cyclists and horse-riders on the A378	Requests the signalised crossing have a central island installed to improve the perception of safety when crossing, helping to attract more pedestrians. Requests tall sound barriers be provided to attract cyclists and pedestrians.	The scheme would allow pedestrians to cross the two-lane road in a single stage. A central island would need to be wide enough to accommodate horse-riders, leading to a longer crossing that requires a two-stage crossing. It is not proposed to include specific noise mitigation on bridges carrying pedestrian or cyclist traffic. However, the A358 would have a low noise surface to minimise the spread of noise to all locations.	No
84	Noise and vibration	Concerned the raised road between junction 25 and Mattocks Tree will funnel noise into the valley. States the willow needs to be planted to damp the ground and that low noise surfaces need to be used.	With regard to the use of trees to act as acoustic screening to minimise noise, this approach is generally not effective in providing substantive, consistent noise mitigation. In general, to achieve useful mitigation, dense foliage of at least 10m depth and consistent for the full height of the vegetation would be required. Given the seasonal nature of leaf cover for trees and the density of vegetation required, tree planting is not generally adopted as a reliable noise mitigation measure. A description of the embedded noise mitigation measures included within the scheme design is provided in Environmental Statement Chapter 2 The project and within Environmental Statement Chapter 11 Noise and vibration (Document Reference 6.2). The location of acoustic bunds and barriers are shown on Environmental Statement Figure 7.8 Environmental Masterplan (Document Reference 6.3).	No
85	Noise and vibration	Notes that between J25 and Mattock's Tree Green the hills to the south are a natural amphitheatre and the raised road will funnel noise into the valley. Suggests willow is planted, to suit the damp ground, road bunded, low-noise surfaces used and acoustic fencing.	With regard to the use of trees to act as acoustic screening to minimise noise, this approach is generally not effective in providing substantive, consistent noise mitigation. In general, to achieve useful mitigation, dense foliage of at least 10m depth and consistent for the full height of the vegetation would be required. Given the seasonal nature of leaf cover for trees and the density of vegetation required, tree planting is not generally adopted as a reliable noise mitigation measure. A description of the embedded noise mitigation measures included within the scheme design is provided in Environmental Statement Chapter 2 The project and within Environmental Statement Chapter 11 Noise and vibration (Document Reference 6.2). The location of acoustic bunds and barriers are shown on Environmental Statement Figure 7.8 Environmental Masterplan (Document Reference 6.3).	No
86	Noise and vibration	Concerned over noise impacts at the field near Ivy Park, where the new link road would be built.	The effects of the scheme in relation to noise (during both construction and operation) have been assessed. This is reported in Environmental Statement Chapter 11 Noise and vibration (Document Reference 6.2), which also sets out the measures that National Highways proposes to mitigate adverse noise effects. For example, where residents would be impacted by noise as a result of the scheme, the design includes the use of low noise surfacing, cuttings, acoustic bunds and other physical features to reduce noise impacts during operation and best practicable means including some localised noise screening and low vibration plant during construction. National Highways has also produced an Environmental Management Plan (Document Reference 6.4, Appendix 2.1), which explains how the impact of construction activities will be managed. The location of acoustic bunds and barriers are shown on Environmental Statement Figure 7.8 Environmental Masterplan (Document Reference 6.3).	N/A
87	Offsite areas for habitat creation	Notes that Thornfalcon clump (offsite mitigation area 3) is an important local landmark for Henlade, Ruishton and Thornfalcon and it should not be within the red line boundary for any work that could impact on its context in the landscape, including the introduction of new hedgerows.	The parcel of land within the scheme boundary at offsite mitigation area 3 has been included for calcareous grassland enhancement and would not impact on the landscape context. The hedgerow referred to is already in existence and has been highlighted for hedgerow improvement (to increase hedgerow biodiversity value) and would not be a new hedgerow.	N/A
88	Population and human health: community impacts	Raises that local people are not being considered and they do not want their land or way of life ruined.	The proposed scheme only uses land essential for a development of this nature, including the environmental mitigation measures. Opportunities to minimise the footprint have been explored throughout the design process. The proposals seek to reduce the impact on agricultural land through minimising the amount of agricultural land permanently required by the scheme. Agricultural land used temporarily is to be restored to a condition suitable for return to its existing land function. The assessment of effects on agricultural land is presented within Environmental Statement Chapter 9 Geology and soils (Document	No

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			Reference 6.2). The assessment of effects on agricultural land holdings is presented within Environmental Statement Chapter 12 Population and human health (Document Reference 6.2).	
89	Population and human health: community impacts	Concern for the impact on the local community.	National Highways acknowledges the range of views expressed including concern around impact on local people. The proposals aim to address the traffic issues and long delays currently experienced along the route and to improve traffic flow, safety and connectivity for local residents and other road users. The beneficial and adverse effects of the scheme on the local community are reported in Environmental Statement Chapter 12 Population and health (Document Reference 6.2).	No
90	Population and human health: community impacts	Feel that the proposals are impacting on the quality of life of the community and the changes will cause safety issues on the unsuitable, narrow lanes.	Environmental Statement Chapter 12 Population and health (Document Reference 6.2) considers impacts on the local community and their health. In conclusion there would be positive health outcomes across all wards for the following health determinants: transport and connectivity, ambient air quality, employment and training and safety of the existing affected road network. With neutral health outcomes in relation to other assessed health determinants across all wards: healthcare and community, recreational and education facilities, green/open space, ambient noise environment, sources and pathways of potential pollution and landscape amenity. The proposed scheme will have fewer junctions than the existing A358, which in itself contributes to the safety of those travelling along the A358, but it also means that traffic from some local communities around the A358 corridor will travel slightly further along local roads to access the A358. Where the scheme is forecast to lead to increases in traffic on local roads, National Highways has agreed an approach with Somerset Council, the highway authority for these roads, to assess the forecast traffic impacts and determine whether mitigation is required. As part of the scheme, mitigation measures on the local road network are proposed to help ensure that increases in traffic do not have a detrimental impact on aspects such as traffic congestion or road safety on the local road network. Engagement with Somerset Council on the details of the local roads mitigation will continue into the detailed design stage.	No
91	Population and human health: community impacts	Considers the proposals for Mattock's Tree Green Junction are essential to not destroy the communities which surround the A358	National Highways acknowledges the range of views expressed including concern around impact on local people. The proposals aim to address the traffic issues and long delays currently experienced along the route and to improve traffic flow, safety and connectivity for local residents and other road users. The beneficial and adverse effects of the scheme on the local community are reported in Environmental Statement Chapter 12 Population and health (Document Reference 6.2).	No
92	Principle of development	Ash Road should be a 3.5 ton limit and should have a 'choke point' at the junction.	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 (ComMA) (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 there would be increases in traffic on local roads, National Highways has agreed an approach with Somerset Council, the highway authority for these roads, to assess the forecast traffic impacts and determine whether mitigation is required. As part of the scheme, mitigation measures on the local road network are proposed to help ensure that the increases in traffic do not have a detrimental impact on aspects such as traffic congestion or road safety on the local road network. Engagement with Somerset Council on the detailed design of the local roads mitigation will continue into the next design stage, subject to successful DCO consent. Feedback during the 2021 statutory consultation expressing concern about the predicted rise in traffic flow using Ash Road resulted in a design change. This was a realignment of Ash Road link to discourage the use of Ash Road as an alternative route between the A358 and Taunton. The traffic modelling of the proposed scheme suggests that there will be no notable change in the traffic flow using Ash Road or going through Stoke St Mary, Thurlbear or West Hatch with the proposed scheme in place (a change of less than 250 vehicles per direction on a weekday in 2031). The methodology and results of the traffic modelling is reported in the ComMA (Document Reference 7.4).	N/A

Row Number	Topic	Matters raised in response to consultation – matters copied verbatim	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Yes/No or N/A)
93	Principle of development	States the proposals for Mattocks Tree Green Junction is over developed and complex which destroy the farmland	National Highways consider the size and scale of the junction is in line with the standards needed for a dual carriageway and appropriate to providing a connection between two A-roads – the A358 and the A378 to Wrantage and Langport – as well as providing local connections for rural villages. The junction has been designed to permit local traffic and agricultural traffic to join the strategic network in the safest practicable way. Following further traffic modelling and consultation, National Highways proposed several design changes to Mattock's Tree Green junction for supplementary consultation. These would improve access for communities living in West Hatch and Hatch Beauchamp and aim to reduce rat running on local roads. National Highways recognises the significance and sensitivity of the landscape. Environmental Statement Chapter 7 Landscape and visual effects (Document Reference 6.2) assesses the impact of the scheme on local landscape and visual receptors. Where it is possible to do so for a development of this nature, mitigation measures have been implemented to avoid or minimise impacts and retain local character and visual amenity.	N/A
94	Principle of development	Concern regarding the scale of the overall plan and that it is ill-conceived.	National Highways consider the size and scale of the junction is in line with the standards needed for a dual carriageway and appropriate to providing a connection between two A-roads – the A358 and the A378 to Wrantage and Langport – as well as providing local connections for rural villages. The junction has been designed to permit local traffic and agricultural traffic to join the strategic network in the safest practicable way. Following further traffic modelling and consultation, National Highways proposed several design changes to Mattock's Tree Green junction for supplementary consultation. These would improve access for communities living in West Hatch and Hatch Beauchamp and aim to reduce rat running on local roads.	N/A
95	Principle of development	Concerned about the scale of the junction and the visual impact on the landscape.	National Highways consider the size and scale of the junction is in line with the standards needed for a dual carriageway and appropriate to providing a connection between two A-roads – the A358 and the A378 to Wrantage and Langport – as well as providing local connections for rural villages. The junction has been designed to permit local traffic and agricultural traffic to join the strategic network in the safest practicable way. Following further traffic modelling and consultation, National Highways proposed several design changes to Mattock's Tree Green junction for supplementary consultation. These would improve access for communities living in West Hatch and Hatch Beauchamp and aim to reduce rat running on local roads. National Highways recognises the significance and sensitivity of the landscape. Environmental Statement Chapter 7 Landscape and visual effects (Document Reference 6.2) assesses the impact of the scheme on local landscape and visual receptors. Where it is possible to do so for a development of this nature, mitigation measures have been implemented to avoid or minimise impacts and retain local character and visual amenity.	N/A
96	Principle of development	Feels that the proposals are too large and over-engineered.	Mattock's Tree Green junction and Ashill junction have been designed in accordance with the appropriate standards (Design Manual for Roads and Bridges CD 122) taking into account the traffic levels and need for the slip roads to provide a safe means with which to exit or enter the A358 dual carriageway at high speed. National Highways consider the size and scale of the junction is in line with the standards needed for a dual carriageway and appropriate to providing a connection between two A-roads – the A358 and the A378 to Wrantage and Langport – as well as providing local connections for rural villages. The junction has been designed to permit local traffic and agricultural traffic to join the strategic network in the safest practicable way. Following further traffic modelling and consultation, National Highways proposed several design changes to Mattock's Tree Green junction for supplementary consultation. These would improve access for communities living in West Hatch and Hatch Beauchamp and aim to reduce rat running on local roads.	N/A
97	Principle of development	Feels that it is too large and over-engineered.	Mattock's Tree Green junction and Ashill junction have been designed in accordance with the appropriate standards (Design Manual for Roads and Bridges CD 122) taking into account the traffic levels and need for the slip roads to provide a safe means with which to exit or enter the A358 dual carriageway at high speed. National Highways consider the size and scale of the junction is in line with the standards needed for a dual carriageway and appropriate to providing a connection between two A-roads – the A358 and the A378 to Wrantage and Langport – as well as providing local connections for rural villages. The junction has been designed to permit local traffic and agricultural traffic to join the strategic network in the safest practicable way. Following further traffic modelling and consultation, National Highways proposed several design	N/A

Appendix Table 8.1B Summary of matters raised in relation to Q1b of the feedback questionnaire in relation to proposals for Mattock's Tree Green junction and the National Highways response

Row Number	Topic	Matters raised in response to consultation – matters copied verbatim	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Yes/No or N/A)
			changes to Mattock's Tree Green junction for supplementary consultation. These would improve access for communities living in West Hatch and Hatch Beauchamp and aim to reduce rat running on local roads.	
98	Principle of development	Supports subject to comments made by CoP - New connection at MTG eastern roundabout and new signalised crossing on the A378. Support - Realignment of Ash Road to MTG junction connection. Support - West Hatch Lane extension to MTG junction. Supported. However, the design shown in NH's fly through is excessive in scale. West Hatch Lane is a narrow single track lane so any link should be of similar scale, supplemented by traffic restrictions to only allow local access for agricultural and residential use.	National Highways acknowledges support for responses provided to the consultation by the Community of Parishes and individual parish councils. Full responses to each of the matters raised can be found in the Consultation Report Appendix 5.2 Table 5.2B, Appendix 6.4 and Appendix 8.2 Table 8.2B (Document Reference 5.2). Suggested alternative proposals have been considered and some elements have been adopted into the scheme design.	N/A
99	Principle of development	Objects to the overall scheme and associated requirement for pedestrian crossing.	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.	N/A
100	Principle of development	Concern regarding the proposals being in excess of what is required and subsequent confusion for users.	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. 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
101	Principle of development	Considers proposals unnecessary.	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
102	Principle of development	Considers current road layout perfectly adequate and fit for purpose.	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

Appendix Table 8.1B Summary of matters raised in relation to Q1b of the feedback questionnaire in relation to proposals for Mattock's Tree Green junction and the National Highways response

Row Number	Topic	Matters raised in response to consultation – matters copied verbatim	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Yes/No or N/A)
103	Principle of development	Objects to the scheme as considers the principle, to reduce journey times by 6 minutes, does not justify the environmental damage.	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
104	Principle of development	Considers the scheme should be scrapped in its entirety.	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
105	Principle of development	Opposed to whole 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 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

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? (Yes/No or N/A)
			Details of the economic appraisal of the scheme, which forms the basis for the value for money assessment, are provided in the Combined Modelling and Appraisal Report (Document Reference 7.4).	
106	Principle of development	Suggests the scheme should be scrapped.	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
107	Principle of development	Considers proposal is not needed as will inconvenience local communities and considers the current road system perfectly adequate.	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
108	Principle of development	Considers the whole scheme highly flawed. Considers dualling scheme beyond Henlade village completely unnecessary and detrimental to the area and environment. Considers there to be no benefits of the scheme and that the proposal does not mitigate for the intended destruction.	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

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? (Yes/No or N/A)
			Details of the economic appraisal of the scheme, which forms the basis for the value for money assessment, are provided in the Combined Modelling and Appraisal Report (Document Reference 7.4).	
109	Principle of development	Considers proposals not needed.	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
110	Principle of development	Objects to the scheme and considers only Henlade and Southfields roundabout improvements are needed. Considers that environmental damage and severance of local communities cannot be justified and the improvements do not benefit local communities. Considers money should be saved during this period of national crisis.	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
111	Principle of development	Supports the changes for Mattock's Tree Green junction	National Highways acknowledges the range of views expressed, including those received in support of the scheme.	N/A
112	Principle of development	Support as an improvement on the previous design.	National Highways acknowledges the range of views expressed, including those received in support of the scheme.	N/A
113	Principle of development	Feels that the proposals for Mattock's Tree Green Junction are a more workable solution.	National Highways acknowledges the range of views expressed, including those received in support of the scheme.	N/A
114	Principle of development	Support as the changes will give a direct link to the road/Taunton, avoiding many locals doubling back through nearby villages to gain access and cutting down their mileage.	National Highways acknowledges the range of views expressed, including those received in support of the scheme.	N/A
115	Principle of development	Support for closing Ash Road to avoid it being used as a rat-run.	National Highways acknowledges the range of views expressed, including those received in support of the scheme.	N/A
116	Principle of development	Feels it is a good idea.	National Highways acknowledges the range of views expressed, including those received in support of the scheme.	N/A

Appendix Table 8.1B Summary of matters raised in relation to Q1b of the feedback questionnaire in relation to proposals for Mattock's Tree Green junction and the National Highways response

Row Number	Topic	Matters raised in response to consultation – matters copied verbatim	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Yes/No or N/A)
117	Principle of development	Notes the two areas that require work are Henlade bypass and Southfields roundabout. Considers further work not required and therefore objects.	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
118	Principle of development	Questioning why the new link is from the north roundabout to the old A358 a 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.	N/A
119	Principle of development	Suggestion that it would be better to use the existing dual carriage way and to create a split level junction around it. The north end of the existing dual carriageway could then be extended to bypass Henlade.	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
120	Principle of development	Suggests that a simple single roundabout would appear to be far more sensible.	National Highways consider the size and scale of the junction is in line with the standards needed for a dual carriageway and appropriate to providing a connection between two A-roads – the A358 and the A378 to Wrantage and Langport – as well as providing local connections for rural villages. The junction has been designed to permit local traffic and agricultural traffic to join the strategic network in the safest practicable way. Following further traffic modelling and consultation, National Highways proposed several design changes to Mattock's Tree Green junction for supplementary consultation. These would improve access for communities living in West Hatch and Hatch Beauchamp and aim to reduce rat running on local roads.	N/A
121	Environment	Concern regarding the environmental impact.	National Highways acknowledge concern over the level of environmental impact potentially arising from the scheme. The need for the scheme is established and set out in the Case for the Scheme (Document 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). Mattock's Tree Green junction and Ashill junction have been designed in accordance with the appropriate standards (DMRB CD 122) taking into account the traffic levels and need for the slip roads to provide a safe means with which to exit or enter the A358 dual carriageway at high speed.	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? (Yes/No or N/A)
122	Realign the Ash Road to Mattock's Tree Green junction connection	Considers access to Ash Road from the new roundabout an improvement	National Highways acknowledges the range of views expressed, including those received in support of the scheme.	No
123	Realign the Ash Road to Mattock's Tree Green junction connection	States signage on the A358 should be signed local access only towards Ash Road and on the old A358 into Henlade. States access to Ash Road should be 3.5-ton limit and the new road up to Ash Road needs a choke point to pause traffic at the junction with Ash Road	National Highways have undertaken traffic modelling of the A358 and surrounding area to understand the changes in traffic flows. The traffic modelling undertaken shows that there will be very small changes on most local roads (a change of less than 250 vehicles per direction on a weekday in 2031), although some see a very significant benefit as a result of reductions in vehicles using alternative routes to the A358 between Taunton and Ilminster. Feedback during the 2021 statutory consultation expressing concern about the predicted rise in traffic flow using Ash Road resulted in a design change. This was a realignment of Ash Road to discourage the use of Ash Road as an alternative route between the A358 and Taunton. The traffic modelling of the new proposed A358 scheme design suggests that there will be no notable change in the traffic flow using Ash Road or going through Stoke St Mary, Thurlbear or West Hatch with the proposed A358 scheme in place (a change of less than 250 vehicles per direction on a weekday in 2031). As such, no further mitigation along this stretch of road is deemed benefical. The methodology and results of the traffic modelling is reported in the Combined Modelling and Appraisal Report (Document Reference 7.4).	No
124	Realign the Ash Road to Mattock's Tree Green junction connection	States on the A358 the roundabouts should be signed “local access only” both towards Ash Road and on the old A358 into Henlade. States access to Ash Road should be 3.5-ton limit. Considers the new road up to Ash Road needs a “choke point” (narrowing of the road to pause traffic) at the junction with Ash Road.	National Highways have undertaken traffic modelling of the A358 and surrounding area to understand the changes in traffic flows. The traffic modelling undertaken shows that there will be very small changes on most local roads (a change of less than 250 vehicles per direction on a weekday in 2031), although some see a very significant benefit as a result of reductions in vehicles using alternative routes to the A358 between Taunton and Ilminster. Feedback during the 2021 statutory consultation expressing concern about the predicted rise in traffic flow using Ash Road resulted in a design change. This was a realignment of Ash Road to discourage the use of Ash Road as an alternative route between the A358 and Taunton. The traffic modelling of the new proposed A358 scheme design suggests that there will be no notable change in the traffic flow using Ash Road or going through Stoke St Mary, Thurlbear or West Hatch with the proposed A358 scheme in place (a change of less than 250 vehicles per direction on a weekday in 2031). As such, no further mitigation along this stretch of road is deemed benefical. The methodology and results of the traffic modelling is reported in the Combined Modelling and Appraisal Report (Document Reference 7.4).	No
125	Realign the Ash Road to Mattock's Tree Green junction connection	Supports proposals but considers a more intelligent design could be proposed.	National Highways have undertaken traffic modelling of the A358 and surrounding area to understand the changes in traffic flows. The traffic modelling undertaken shows that there will be very small changes on most local roads (a change of less than 250 vehicles per direction on a weekday in 2031), although some see a very significant benefit as a result of reductions in vehicles using alternative routes to the A358 between Taunton and Ilminster. Feedback during the 2021 A358 statutory consultation expressing concern about the predicted rise in traffic flow using Ash Road resulted in a design change. This was a realignment of Ash Road to discourage the use of Ash Road as an alternative route between the A358 and Taunton. The traffic modelling of the new proposed A358 scheme design suggests that there will be no notable	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? (Yes/No or N/A)
			change in the traffic flow using Ash Road or going through Stoke St Mary, Thurlbear or West Hatch with the proposed A358 scheme in place (a change of less than 250 vehicles per direction on a weekday in 2031). The methodology and results of the traffic modelling is reported in the Combined Modelling and Appraisal Report (Document Reference 7.4).	
126	Realign the Ash Road to Mattock's Tree Green junction connection	Suspect when Greenway Lane is severed, the vast majority traffic will transfer to Ash Road. Transport modelling accepts that there will be an increase in traffic using Haydon Lane, which will only add to the pressure for drivers to switch to the alternative of Ash Road.	National Highways have undertaken traffic modelling of the A358 and surrounding area to understand the changes in traffic flows. The traffic modelling undertaken shows that there will be very small changes on most local roads (a change of less than 250 vehicles per direction on a weekday in 2031), although some see a very significant benefit as a result of reductions in vehicles using alternative routes to the A358 between Taunton and Ilminster. Feedback during the 2021 A358 statutory consultation expressing concern about the predicted rise in traffic flow using Ash Road resulted in a design change. This was a realignment of Ash Road to discourage the use of Ash Road as an alternative route between the A358 and Taunton. The traffic modelling of the new proposed A358 scheme design suggests that there will be no notable change in the traffic flow using Ash Road or going through Stoke St Mary, Thurlbear or West Hatch with the proposed A358 scheme in place (a change of less than 250 vehicles per direction on a weekday in 2031). The methodology and results of the traffic modelling is reported in the Combined Modelling and Appraisal Report (Document Reference 7.4).	No
127	Realign the Ash Road to Mattock's Tree Green junction connection	Considers re-alignment of Ash Road unnecessary.	National Highways have undertaken traffic modelling of the A358 and surrounding area to understand the changes in traffic flows. The traffic modelling undertaken shows that there will be very small changes on most local roads (a change of less than 250 vehicles per direction on a weekday in 2031), although some see a very significant benefit as a result of reductions in vehicles using alternative routes to the A358 between Taunton and Ilminster. Feedback during the 2021 A358 statutory consultation expressing concern about the predicted rise in traffic flow using Ash Road resulted in a design change. This was a realignment of Ash Road to discourage the use of Ash Road as an alternative route between the A358 and Taunton. The traffic modelling of the new proposed A358 scheme design suggests that there will be no notable change in the traffic flow using Ash Road or going through Stoke St Mary, Thurlbear or West Hatch with the proposed A358 scheme in place (a change of less than 250 vehicles per direction on a weekday in 2031). The methodology and results of the traffic modelling is reported in the Combined Modelling and Appraisal Report (Document Reference 7.4).	No
128	Realign the Ash Road to Mattock's Tree Green junction connection	Considers the realignment of Ash Road is unlikely to make sufficient difference. Notes the roads in the area are incapable of taking an increased volume of traffic and concerned there will be an increased likelihood of accidents involving WCH users. Suggests the connection is removed.	National Highways have undertaken traffic modelling of the A358 and surrounding area to understand the changes in traffic flows. The traffic modelling undertaken shows that there will be very small changes on most local roads (a change of less than 250 vehicles per direction on a weekday in 2031), although some see a very significant benefit as a result of reductions in vehicles using alternative routes to the A358 between Taunton and Ilminster. Feedback during the 2021 A358 statutory consultation expressing concern about the predicted rise in traffic flow using Ash Road resulted in a design change. This was a realignment of Ash Road to discourage the use of Ash Road as an alternative route between the A358 and Taunton. The traffic modelling of the new proposed A358 scheme design suggests that there will be no notable change in the traffic flow using Ash Road or going through Stoke St Mary, Thurlbear or West Hatch with the	No

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			proposed A358 scheme in place (a change of less than 250 vehicles per direction on a weekday in 2031). The methodology and results of the traffic modelling is reported in the Combined Modelling and Appraisal Report (Document Reference 7.4).	
129	Safety and road accidents	Notes that some of the junctions, especially Mattock's Tree Green, are dangerous for cyclists. Suggests a proper cycle path (particularly Mattock's Tree Green to Southfields) is needed.	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. 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 traffic-free 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
130	Safety and road accidents	Considers the proposal for Mattock's Tree Green junction will make it safer for users travelling from Hatch Beauchamp and will provide safe access onto the A358 and to Henlade.	National Highways acknowledges the range of views expressed, including those received in support of the scheme.	N/A
131	Safety and road accidents	Considers the A378 roundabout and connections to be better as states they are safer and improve crossing for non-motorised users	National Highways acknowledges the range of views expressed, including those received in support of the scheme.	N/A
132	Transport, traffic flows and access	Support the proposed changes to West Hatch Lane as considers these sensible to provide additional access to the road from south side villages, reducing the need to use Hatch Beauchamp village as the main route. Support for the changes to Ash lane.	National Highways acknowledges the range of views expressed, including those received in support of the scheme.	N/A
133	Transport, traffic flows and access	Support for the Mattock's Tree Green junction as considers it to be crucial to providing access to Taunton and the M5 road network as a resident from Curry Mallet. Considers the proposals as set should meet the needs for a faster, more pleasant journey to the M5 junction 25.	National Highways acknowledges the range of views expressed, including those received in support of the scheme.	N/A
134	Transport, traffic flows and access	Considers the design meets the needs of local people who need direct access to the A358.	National Highways acknowledges the range of views expressed, including those received in support of the scheme.	N/A
135	Transport, traffic flows and access	Supports the proposals for Mattock's Tree Green junction as considers it improves access to properties and provides a more direct route, maintaining connectivity with West Hatch.	National Highways acknowledges the range of views expressed, including those received in support of the scheme.	N/A
136	Transport, traffic flows and access	Considers proposals improve access from West Hatch.	National Highways acknowledges the range of views expressed, including those received in support of the scheme.	N/A
137	Transport, traffic flows and access	Supports Byzantine access to Ashe Lane. Concerned there will be no connection to West Hatch Lane if Bickenhall Lane is closed to vehicle access and Community of Parish proposed junctions are not built.	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
138	Transport, traffic flows and access	Considers junction excessive for a few hundred people and notes the size fuels local concerns that lots of traffic will be tempted to leave the trunk road when there are traffic jams at either end.	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.	
139	Transport, traffic flows and access	Comment that their preferred option is to have an access road from West Hatch Lane to Mattocks Green. However, that something needs to be done to discourage this being used as a rat run and only to be used for people accessing the school/farm units and properties in West Hatch Lane.	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
140	Transport, traffic flows and access	Concerned no traffic modelling has been conducted of Lower West Hatch Lane and considers this 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 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
141	Transport, traffic flows and access	Concern regarding creation of a large rat run for cars from Ashill through to the West Hatch 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.	N/A

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142	Transport, traffic flows and access	Concerned the removal of junctions E and G since the 2018 scheme design will isolate the villages either side of the A358 for vehicles.	National Highways have undertaken traffic modelling of the A358 and surrounding area to understand the changes in routeing. Most villages in the vicinity of the A358 will see little change in their routes to the east and west. Bridges and underpasses are provided or retained to allow local connectivity across the A358 once it is upgraded to a high quality dual carriageway. It is acknowledged that some of these routes are longer than the existing routes that cross the A358, however these routes are safer than those currently available due to entirely avoiding the need to interact with traffic on the A358. Checks on journey times between local villages and both M5 junction 25 and Southfields roundabout have been carried out using the traffic modelling. These show that generally there are reductions in overall journey times due to the much faster speed of the scheme, although some trips have slightly longer journey times. Journey time reliability is improved with the scheme due to the road being safer and there being safe opportunities to overtake slower vehicles. The methodology and results of the traffic modelling is reported in the Combined Modelling and Appraisal Report (Document Reference 7.4).	N/A
143	Transport, traffic flows and access	Considers proposals help reinstate local connectivity that was lost in the old scheme. Supports further changes to improve connectivity.	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
144	Transport, traffic flows and access	Concerned over claims that proposals provide an opportunity to positively improve access for Mattock's Tree Junction for communities in the West. Considers proposals instead ruin the area and increase traffic on local lanes. Considers it will not aid better, or more direct, connectivity.	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
145	Transport, traffic flows and access	Concerned villagers will have to route via West Hatch Lane to access Mattock's Tree Green along narrow roads.	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	N/A

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			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).	
146	Transport, traffic flows and access	Concern that the impact will be longer driving routes for local road traffic and a risk of use by larger traffic and increased flows into West Hatch seeking to make deliveries in the local villages.	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
147	Transport, traffic flows and access	Concern the proposals for Mattock's Tree Green junction will make journey times longer	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
148	Transport, traffic flows and access	Providing the changes do not prolong travel time or millage respondent is supportive in general	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
149	Transport, traffic flows and access	States the road from Hatch joining the roundabout rather than the a378 is an improvement, however considers it still feels like local people are having to drive around the edge of a road to enable people traveling to Cornwall to have reduced journey times.	National Highways have undertaken traffic modelling of the A358 and surrounding area to understand the changes in routeing. Most villages in the vicinity of the A358 will see little change in their routes to the east and west. Bridges and underpasses are provided or retained to allow local connectivity across the A358 once it is upgraded to a high quality dual carriageway. It is acknowledged that some of these routes are longer than the existing routes that cross the A358, however these routes are safer than those currently	N/A

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			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).	
150	Transport, traffic flows and access	Concerned the Ash Road hairpin bend may cause accidents and not deter traffic.	National Highways have undertaken traffic modelling of the A358 and surrounding area to understand the changes in traffic flows. An assessment of the change in traffic flows on local roads has been carried out between forecast scenarios with the scheme and without the scheme in consultation with Somerset Council, and the scheme includes mitigation measures on some of the local road network where traffic flows are forecast to change significantly. This review has also looked at infrastructure concerns flagged through the consultation process to incorporate upgrades targeted at increasing resilience in the case of flooding or similar problems. The traffic modelling undertaken shows that there will be very small changes on most local roads (a change of less than 250 vehicles per direction on a weekday in 2031), although some see a very significant benefit as a result of reductions in vehicles using alternative routes to the A358 between Taunton and Ilminster. Feedback during the 2021 statutory consultation expressing concern about the predicted rise in traffic flow using Ash Road resulted in a design change. This was a realignment of Ash Road link to discourage the use of Ash Road as an alternative route between the A358 and Taunton. The traffic modelling of the proposed scheme suggests that there will be no notable change in the traffic flow using Ash Road or going through Stoke St Mary, Thurlbear or West Hatch with the proposed scheme in place (a change of less than 250 vehicles per direction on a weekday in 2031). The current design of the proposed scheme does not allow traffic direct access from either the existing A358 or the new A358 to Greenway Lane – it will be closed to through traffic and only accessible via Stoke Road. The methodology and results of the traffic modelling is reported in the Combined Modelling and Appraisal Report (Document Reference 7.4).	No
151	Transport, traffic flows and access	Concerned there is potential for a rat run without access for Neroche via Hatch Beauchamp to 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

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152	Transport, traffic flows and access	Notes residents of Hatch Beauchamp are happy with current connections and do not want their village and properties impacted by noise and pollution as the road is moved closer. Notes that the original changes to the A358 were designed to take away such issues from 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
153	Transport, traffic flows and access	Requests the A358 roundabout have a sign which says “local access only” both towards Ash Road and on the old A358 into Henlade. States access to Ash Road should be 3.5 ton limit	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
154	Transport, traffic flows and access	States national highways modelling suggests that the traffic through Stoke St Mary will increase, however concerned that the roads into the village are unsuited to the increase in traffic.	National Highways have undertaken traffic modelling of the A358 and surrounding area to understand the changes in traffic flows. An assessment of the change in traffic flows on local roads has been carried out between forecast scenarios with the scheme and without the scheme in consultation with Somerset Council, and the scheme includes mitigation measures on some of the local road network where traffic flows are forecast to change significantly. This review has also looked at infrastructure concerns flagged through the consultation process to incorporate upgrades targeted at increasing resilience in the case of flooding or similar problems. The traffic modelling undertaken shows that there will be very small changes on most local roads (a change of less than 250 vehicles per direction on a weekday in 2031), although some see a very significant benefit as a result of reductions in vehicles using alternative routes to the A358 between Taunton and Ilminster. Feedback during the 2021 statutory consultation expressing concern about the predicted rise in traffic flow using Ash Road resulted in a design change. This was a realignment of Ash Road link to discourage the use of Ash Road as an alternative route between the A358 and Taunton. The traffic modelling of the proposed scheme suggests that there will be no notable change in the traffic flow using Ash Road or going through Stoke St Mary, Thurlbear or West Hatch with the proposed scheme in place (a change of less than 250 vehicles per direction on a weekday in 2031). The current design of the proposed scheme does not allow traffic direct access from either the existing	No

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			A358 or the new A358 to Greenway Lane – it will be closed to through traffic and only accessible via Stoke Road. The methodology and results of the traffic modelling is reported in the Combined Modelling and Appraisal Report (Document Reference 7.4).	
155	Transport, traffic flows and access	Concerned about increased traffic using Lillesdon Lane, approaching the 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
156	Transport, traffic flows and access	Concerned West Hatch Lane extension will increase traffic along Slough Hill and Cold Road. Notes this route will be used by delivery vehicles and considers the road unsuitable, with minimal passing places, for this 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
157	Transport, traffic flows and access	Concerned NH modelling suggests traffic through Stoke St Mary will increase on unsuitable roads. Suggests mitigation is needed to discourage traffic. Such as: roundabout signage stating 'local access only' towards Ash Road and the old A358 into Henlade; Access to Ash Road limited to 3.5tonnes; choke point at the junction with Ash Road from 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.	No
158	Transport, traffic flows and access	National Highways modelling states traffic through Stoke St Mary will increase- argues that this is totally unacceptable as these roads are	National Highways have undertaken traffic modelling of the A358 and surrounding area to understand the changes in traffic flows.	No

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		extremely narrow and not at all suitable for the rat run traffic they already carry.	An assessment of the change in traffic flows on local roads has been carried out between forecast scenarios with the scheme and without the scheme in consultation with Somerset Council, and the scheme includes mitigation measures on some of the local road network where traffic flows are forecast to change significantly. This review has also looked at infrastructure concerns flagged through the consultation process to incorporate upgrades targeted at increasing resilience in the case of flooding or similar problems. The traffic modelling undertaken shows that there will be very small changes on most local roads (a change of less than 250 vehicles per direction on a weekday in 2031), although some see a very significant benefit as a result of reductions in vehicles using alternative routes to the A358 between Taunton and Ilminster. Feedback during the 2021 statutory consultation expressing concern about the predicted rise in traffic flow using Ash Road resulted in a design change. This was a realignment of Ash Road link to discourage the use of Ash Road as an alternative route between the A358 and Taunton. The traffic modelling of the proposed scheme suggests that there will be no notable change in the traffic flow using Ash Road or going through Stoke St Mary, Thurlbear or West Hatch with the proposed scheme in place (a change of less than 250 vehicles per direction on a weekday in 2031). The current design of the proposed scheme does not allow traffic direct access from either the existing A358 or the new A358 to Greenway Lane – it will be closed to through traffic and only accessible via Stoke Road. The methodology and results of the traffic modelling is reported in the Combined Modelling and Appraisal Report (Document Reference 7.4).	
159	Transport, traffic flows and access	Concerned there is still projection for increased vehicles using Ash Road. Notes Ash Road is currently at capacity. Suggests to reduce further traffic build up, Ash road should be indicated as for local access only and a weight limit put on vehicles to avoid large vehicles being directed via sat nav to use the road.	National Highways have undertaken traffic modelling of the A358 and surrounding area to understand the changes in traffic flows. An assessment of the change in traffic flows on local roads has been carried out between forecast scenarios with the scheme and without the scheme in consultation with Somerset Council, and the scheme includes mitigation measures on some of the local road network where traffic flows are forecast to change significantly. This review has also looked at infrastructure concerns flagged through the consultation process to incorporate upgrades targeted at increasing resilience in the case of flooding or similar problems. The traffic modelling undertaken shows that there will be very small changes on most local roads (a change of less than 250 vehicles per direction on a weekday in 2031), although some see a very significant benefit as a result of reductions in vehicles using alternative routes to the A358 between Taunton and Ilminster. Feedback during the 2021 statutory consultation expressing concern about the predicted rise in traffic flow using Ash Road resulted in a design change. This was a realignment of Ash Road link to discourage the use of Ash Road as an alternative route between the A358 and Taunton. The traffic modelling of the proposed scheme suggests that there will be no notable change in the traffic flow using Ash Road or going through Stoke St Mary, Thurlbear or West Hatch with the proposed scheme in place (a change of less than 250 vehicles per direction on a weekday in 2031). The current design of the proposed scheme does not allow traffic direct access from either the existing A358 or the new A358 to Greenway Lane – it will be closed to through traffic and only accessible via Stoke Road. The methodology and results of the traffic modelling is reported in the Combined Modelling and Appraisal Report (Document Reference 7.4).	No

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160	Transport, traffic flows and access	Concern that the proposals for Mattock's Tree Green junction will increase rat running. Questions how this disruption in traffic will be managed	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
161	Transport, traffic flows and access	Considers Stoke St Mary will experience rat run traffic and that the roads are unsuited to this	National Highways have undertaken traffic modelling of the A358 and surrounding area to understand the changes in traffic flows. An assessment of the change in traffic flows on local roads has been carried out between forecast scenarios with the scheme and without the scheme in consultation with Somerset Council, and the scheme includes mitigation measures on some of the local road network where traffic flows are forecast to change significantly. This review has also looked at infrastructure concerns flagged through the consultation process to incorporate upgrades targeted at increasing resilience in the case of flooding or similar problems. The traffic modelling undertaken shows that there will be very small changes on most local roads (a change of less than 250 vehicles per direction on a weekday in 2031), although some see a very significant benefit as a result of reductions in vehicles using alternative routes to the A358 between Taunton and Ilminster. Feedback during the 2021 statutory consultation expressing concern about the predicted rise in traffic flow using Ash Road resulted in a design change. This was a realignment of Ash Road link to discourage the use of Ash Road as an alternative route between the A358 and Taunton. The traffic modelling of the proposed scheme suggests that there will be no notable change in the traffic flow using Ash Road or going through Stoke St Mary, Thurlbear or West Hatch with the proposed scheme in place (a change of less than 250 vehicles per direction on a weekday in 2031). The current design of the proposed scheme does not allow traffic direct access from either the existing A358 or the new A358 to Greenway Lane – it will be closed to through traffic and only accessible via Stoke Road. The methodology and results of the traffic modelling is reported in the Combined Modelling and Appraisal Report (Document Reference 7.4).	No
162	Transport, traffic flows and access	Notes the proposed loop connecting to Ash Road will have little impact to reduce vehicles using Stoke St Mary, rather traffic flows will increase.	National Highways have undertaken traffic modelling of the A358 and surrounding area to understand the changes in traffic flows. An assessment of the change in traffic flows on local roads has been carried out between forecast scenarios with the scheme and without the scheme in consultation with Somerset Council, and the scheme includes mitigation measures on some of the local road network where traffic flows are forecast to change significantly. This review has also looked at infrastructure concerns flagged through the consultation process to incorporate upgrades targeted at increasing resilience in the case of flooding or similar problems. The traffic modelling undertaken shows that there will be very small changes on most local roads (a	No

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			change of less than 250 vehicles per direction on a weekday in 2031), although some see a very significant benefit as a result of reductions in vehicles using alternative routes to the A358 between Taunton and Ilminster. Feedback during the 2021 statutory consultation expressing concern about the predicted rise in traffic flow using Ash Road resulted in a design change. This was a realignment of Ash Road link to discourage the use of Ash Road as an alternative route between the A358 and Taunton. The traffic modelling of the proposed scheme suggests that there will be no notable change in the traffic flow using Ash Road or going through Stoke St Mary, Thurlbear or West Hatch with the proposed scheme in place (a change of less than 250 vehicles per direction on a weekday in 2031). The current design of the proposed scheme does not allow traffic direct access from either the existing A358 or the new A358 to Greenway Lane – it will be closed to through traffic and only accessible via Stoke Road. The methodology and results of the traffic modelling is reported in the Combined Modelling and Appraisal Report (Document Reference 7.4).	
163	Transport, traffic flows and access	The whole scheme has a much wider impact on the local road infrastructure than is currently represented in the information provided. Concern that the red line boundary does not take into consideration to these wider issues. Concern there is no mention of what will happen to the existing A358, or inclusion of traffic calming measures for increased vehicular passage through Hatch Beauchamp because traffic will use the village as an alternative option, and consideration as to how this will impact the village roads is needed.	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
164	Transport, traffic flows and access	Considers proposals do not solve problem of concentrating traffic from the villages south of the A358 along an unsuitable 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
165	Transport, traffic flows and access	Notes park and ride traffic should not use the old A358 to access. Concerned current proposal does not encourage this and without improved access the benefits of the scheme to Henlade, Thornfalcon and Ruishton will be limited.	National Highways proposal is to signpost the route for traffic approaching from the Ilminster direction to exit the dual carriageway at the Mattock's Tree Green junction to access Taunton Gateway Park and Ride via the existing A358. This traffic is already travelling through Henlade and is a very small proportion of the existing A358 flow, so has very little impact on the total traffic travelling through Henlade.	No

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			The benefit of this to the scheme is that it reduces the amount of right turning traffic at the Nexus 25 junction, which would impede the traffic travelling along the A358 from M5 junction 25 towards Ilminster and lead to potential queueing extending back to M5 junction 25. By exiting at the Mattock's Tree Green junction that traffic will be able to cross the opposite carriageway of the A358 on the overbridge without impeding its movement. Traffic approaching Taunton Gateway Park and Ride from M5 junction 25 will be able to exit onto the existing A358 and access the Taunton Gateway Park and Ride as is currently the case. There would be no benefit in changing the Park and Ride access arrangements from the M5 junction 25 roundabout and it would add more pressure to the Nexus 25 junction.	
166	Transport, traffic flows and access	Concern regarding rat running due to proposed park and ride signposting.	National Highways proposal is to signpost the route for traffic approaching from the Ilminster direction to exit the dual carriageway at the Mattock's Tree Green junction to access Taunton Gateway Park and Ride via the existing A358. This traffic is already travelling through Henlade and is a very small proportion of the existing A358 flow, so has very little impact on the total traffic travelling through Henlade. The benefit of this to the scheme is that it reduces the amount of right turning traffic at the Nexus 25 junction, which would impede the traffic travelling along the A358 from M5 junction 25 towards Ilminster and lead to potential queueing extending back to M5 junction 25. By exiting at the Mattock's Tree Green junction that traffic will be able to cross the opposite carriageway of the A358 on the overbridge without impeding its movement. Traffic approaching Taunton Gateway Park and Ride from M5 junction 25 will be able to exit onto the existing A358 and access the Taunton Gateway Park and Ride as is currently the case. There would be no benefit in changing the Park and Ride access arrangements from the M5 junction 25 roundabout and it would add more pressure to the Nexus 25 junction.	No
167	Transport, traffic flows and access	Suggestion that the park and ride be signposted further down the dual carriageway to turn right at the new lights and a new access made to it in that vicinity.	National Highways proposal is to signpost the route for traffic approaching from the Ilminster direction to exit the dual carriageway at the Mattock's Tree Green junction to access Taunton Gateway Park and Ride via the existing A358. This traffic is already travelling through Henlade and is a very small proportion of the existing A358 flow, so has very little impact on the total traffic travelling through Henlade. The benefit of this to the scheme is that it reduces the amount of right turning traffic at the Nexus 25 junction, which would impede the traffic travelling along the A358 from M5 junction 25 towards Ilminster and lead to potential queueing extending back to M5 junction 25. By exiting at the Mattock's Tree Green junction that traffic will be able to cross the opposite carriageway of the A358 on the overbridge without impeding its movement. Traffic approaching Taunton Gateway Park and Ride from M5 junction 25 will be able to exit onto the existing A358 and access the Taunton Gateway Park and Ride as is currently the case. There would be no benefit in changing the Park and Ride access arrangements from the M5 junction 25 roundabout and it would add more pressure to the Nexus 25 junction.	No
168	Transport, traffic flows and access	Queries how Ash Road is accessed from Hatch Beauchamp.	National Highways suggests traffic traveling between Hatch Beauchamp and Ash Road travel north on Village Road to the proposed Mattock's Tree Green junction, cross the overbridge, then follow the new link road south until you reach a junction with Ash Road on your right.	N/A
169	Transport, traffic flows and access	Traffic will be encouraged to use the current rat runs through to south central Taunton.	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	N/A

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			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.	
170	Transport, traffic flows and access	States traffic using the routes through Stoke St Mary, Henlade, Lower Henlade and Haydon needs to be discouraged. The junction should be presented as a junction for the A378	National Highways have undertaken traffic modelling of the A358 and surrounding area to understand the changes in traffic flows. An assessment of the change in traffic flows on local roads has been carried out between forecast scenarios with the scheme and without the scheme in consultation with Somerset Council, and the scheme includes mitigation measures on some of the local road network where traffic flows are forecast to change significantly. This review has also looked at infrastructure concerns flagged through the consultation process to incorporate upgrades targeted at increasing resilience in the case of flooding or similar problems. The traffic modelling undertaken shows that there will be very small changes on most local roads (a change of less than 250 vehicles per direction on a weekday in 2031), although some see a very significant benefit as a result of reductions in vehicles using alternative routes to the A358 between Taunton and Ilminster. Feedback during the 2021 statutory consultation expressing concern about the predicted rise in traffic flow using Ash Road resulted in a design change. This was a realignment of Ash Road link to discourage the use of Ash Road as an alternative route between the A358 and Taunton. The traffic modelling of the proposed scheme suggests that there will be no notable change in the traffic flow using Ash Road or going through Stoke St Mary, Thurlbear or West Hatch with the proposed scheme in place (a change of less than 250 vehicles per direction on a weekday in 2031). The current design of the proposed scheme does not allow traffic direct access from either the existing A358 or the new A358 to Greenway Lane – it will be closed to through traffic and only accessible via Stoke Road. The methodology and results of the traffic modelling is reported in the Combined Modelling and Appraisal Report (Document Reference 7.4).	N/A
171	Transport, traffic flows and access	Considers proposals will still lead to a rat-run as although it delays rat-runners, they will still reduce journey times by taking this route. Highlights that Ash Road is the biggest shoot off from the A358 with 6000+ vehicles making a rat- run through country lanes to gain access to the Southern side of Taunton.	National Highways have undertaken traffic modelling of the A358 and surrounding area to understand the changes in traffic flows. An assessment of the change in traffic flows on local roads has been carried out between forecast scenarios with the scheme and without the scheme in consultation with Somerset Council, and the scheme includes mitigation measures on some of the local road network where traffic flows are forecast to change significantly. This review has also looked at infrastructure concerns flagged through the consultation process to incorporate upgrades targeted at increasing resilience in the case of flooding or similar problems. The traffic modelling undertaken shows that there will be very small changes on most local roads (a change of less than 250 vehicles per direction on a weekday in 2031), although some see a very significant benefit as a result of reductions in vehicles using alternative routes to the A358 between Taunton and Ilminster. Feedback during the 2021 statutory consultation expressing concern about the predicted rise in traffic flow using Ash Road resulted in a design change. This was a realignment of Ash Road link to discourage the use of Ash Road as an alternative route between the A358 and Taunton. The traffic modelling of the proposed scheme suggests that there will be no notable change in the traffic flow using Ash Road or going through Stoke St Mary, Thurlbear or West Hatch with the proposed scheme in place (a change of less than 250 vehicles per direction on a weekday in 2031).	N/A

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			The current design of the proposed scheme does not allow traffic direct access from either the existing A358 or the new A358 to Greenway Lane – it will be closed to through traffic and only accessible via Stoke Road. The methodology and results of the traffic modelling is reported in the Combined Modelling and Appraisal Report (Document Reference 7.4).	
172	Transport, traffic flows and access	Considers local traffic for Taunton South, Central and west will continue to use alternative routes to avoid Toneway and the predicted traffic jams at the Wickes roundabout and viaduct. Considers rat running will increase within the back lanes which will cause congestion and will need widening	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
173	Transport, traffic flows and access	Proposed alternative solutions may include the possibility of opening/improving the Bus Gate to through traffic from Blackbrook to Halcon Corner. This would give direct access to Chestnut Drive by directly traffic through the Blackbrook and Creech Castle Junctions, Toneway, Critchard Way and Liseaux Way to join Chestnut Drive.	The potential of opening the bus only road link at Old Ilminster Road (off Blackbrook Park Avenue) to general traffic has been discussed with Somerset Council as the local highway authority responsible for that part of the road network. This has been rejected by Somerset Council on the basis that the bus only link is an essential component of bus priority measures in the town that would be lost if the road were to be shared with wider traffic flows.	No
174	Transport, traffic flows and access	Feels that the Old Illminster Road needs to be opened up to solve the problem of rat-running and allow traffic access to the south of Taunton.	The potential of opening the bus only road link at Old Ilminster Road (off Blackbrook Park Avenue) to general traffic has been discussed with Somerset Council as the local highway authority responsible for that part of the road network. Such a proposal would not be supported by Somerset Council on the basis that the bus only link is an essential component of bus priority measures in the town that would be lost if the road were to be shared with general traffic. Somerset Council has recently approved a Bus Service Improvement Plan and the loss of this link would be in direct contradiction of it.	No
175	Transport, traffic flows and access	Considers proposals good to improve the flow at Henlade. Considers proposals lack creative thinking.	National Highways acknowledges the range of views expressed, including those received in support of the scheme.	N/A
176	Transport, traffic flows and access	Considers that traffic in this area is not a problem and request that money be used to shift freight on rail.	Alternatives to the scheme including different modes of transport were considered as part of the option identification and appraisal process, leading to the Preferred Route Announcement in June 2019. This concluded that even substantial improvements to public transport provision, predominantly in the form of rail improvements, would not sufficiently reduce the number of vehicles to help address the identified problems along the A303/A358 corridor.	No
177	Transport, traffic flows and access	States access should not be allowed for vehicles using the old A358 at Mattock's Tree Green junction and directions should be given to the new road, States mitigation measures should be provided to reduce speed along the old A358 in both directions	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	No

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			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.	
178	Transport, traffic flows and access	Considers traffic coming off the road at Mattock's Tree Green junction should be discouraged from continuing the journey into Taunton by use of local roads. Suggests traffic calming measures and other features are included as part of the works of the proposed scheme. Considers it unsuitable for the proposed scheme to leave the exiting A358 road as it is as will encourage rat running for people trying to skip the ques and racing during the night.	By improving congestion and reliability, the scheme aims to reduce the likelihood of drivers choosing alternative routes through neighbouring communities and make it easier for drivers, walkers, cyclists and other local road users to get around. National Highways has undertaken traffic modelling of the A358 and surrounding area to understand the changes in traffic flows. The results are reported in the Combined Modelling and Appraisal Report (Document Reference 7.4) and shows that there will be slight or negligible changes on most local roads, although with some seeing very significant benefits as a result of reductions in vehicles using alternative routes to the A358 between Taunton and Ilminster. Where the scheme is forecast to lead to increases in traffic on local roads, National Highways has agreed an approach with Somerset Council, the highway authority for these roads, to assess the forecast traffic impacts and determine whether mitigation is required. As part of the scheme, mitigation measures on the local road network are proposed to help ensure that increases in traffic do not have a detrimental impact on aspects such as traffic congestion or road safety on the local road network. Engagement with Somerset Council on the details of the local roads mitigation will continue into the detailed design stage.	No
179	Transport, traffic flows and access	Considers a signalised junction will further reduce journey times, going against the principle of the scheme.	National Highways has undertaken traffic modelling to assess how the Nexus 25 roundabout would operate under future conditions with different forms of junction. The results shows that the proposed changes to the Nexus 25 junction are necessary to provide additional capacity to cater for the increased traffic volumes that are forecast to travel along the A358 with the scheme in place, and that a signalised junction best accommodates this traffic. A signalised junction allows for at-grade pedestrian crossing facilities to be incorporated and allows for the operation of the junction to be linked to M5 junction 25 to ensure effective operational performance of both junctions. 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
180	Walking, Cycling and Horse-riders	Queries how cyclists have been incorporated into the proposals.	A signal controlled crossing for use by walkers, cyclists and horse-riders would be provided at the A378 Langport Road. The track on either side of the crossing would be a restricted byway using the existing A358 carriageway that would be redundant because of the scheme. Mattock's Tree Green junction overbridge would include traffic-free tracks on both sides that would be segregated from road traffic and useable by walkers, cyclists and horse-riders. Users on the southern side of the scheme would benefit from a new restricted bridleway between Greenway Lane and Ash Road.	No
181	Walking, Cycling and Horse-riders	Concerns the safety of walking, cycling, and horse riding use. It is believed that proposed change will result in mass transfer of traffic onto ash/Stoke St Mary and will result in delays, tail backs, frustration and accidents.	A signal controlled crossing for use by walkers, cyclists and horse-riders would be provided at the A378 Langport Road. The track on either side of the crossing would be a restricted byway using the existing A358 carriageway that would be redundant because of the scheme. Mattock's Tree Green junction overbridge would include traffic-free tracks on both sides that would be segregated from road traffic and useable by walkers, cyclists and horse-riders. Users on the southern side of the scheme would benefit from a new restricted bridleway between Greenway Lane and Ash Road.	No
182	Walking, Cycling and Horse-riders	Notes riders and cyclists will be unable to use the A358 or A378 safely as proposals encourage faster traffic.	An alternative offline cycle route is identified that uses lightly trafficked roads and traffic-free tracks, and this route could also be used by horse-riders. The scheme should not affect traffic speeds on the A378 Langport Road because no works are proposed beyond Mattock's Tree Green junction.	N/A
183	Walking, Cycling and Horse-riders	Suggests making the carriageway to Henlade a single carriageway and converting the other lane into a walking and cycling route	As an outcome of consultation, including discussions with Somerset County 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.	Yes
184	Walking, Cycling and Horse-riders	Concern that the road past Thornfalcon is supposed to be designated to be made more user friendly to cyclists, pedestrians and horse riders.	As an outcome of consultation, including discussions with Somerset County Council as local highway authority, the dual carriageway south of Henlade would be repurposed to provide cyclist facilities. The	N/A

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			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.	
185	Walking, Cycling and Horse-riders	Dangerous for cyclists as the traffic is too fast.	Mattock's Tree Green junction includes off-carriageway facilities to allow cyclists to avoid navigating the roundabouts, including a signal controlled crossing of the A378 Langport Road.	N/A
186	Walking, Cycling and Horse-riders	States the lack of pedestrian and cycling facilities to cross the new A358 are lacking entirely within the Mattock Tree Green area. States this deters pedestrians and cyclists, which increases traffic due to extra space being taken up by more cars.	Mattock's Tree Green junction would provide off-carriageway facilities for pedestrians, cyclists and horse-riders, including a signal controlled crossing of the A378 Langport Road. The nearest alternative scheme crossings would be Stoke Road (1.8km west) and Griffin Lane (2.3km east). The scheme crossings would be conveniently placed relative to desire lines and origins/destinations for walkers, cyclists and horse-riders.	N/A
187	Walking, Cycling and Horse-riders	Happy with this would provide a better crossing of the A358 for walkers, cyclists, horse riders, and disabled users.	National Highways acknowledges the support received in relation to the walking, cycling and horse-riding proposals.	N/A
188	Walking, Cycling and Horse-riders	Supports the link to Hatch Beauchamp and Langport	National Highways acknowledges the support received in relation to the walking, cycling and horse-riding proposals.	N/A
189	Walking, Cycling and Horse-riders	Suggests there should be a cycle path that follows the entirety of the development. Considers this a missed opportunity.	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 walking, cycling and horse-riding users. 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
190	Walking, Cycling and Horse-riders	Notes there is current a voluntary 20MPH speed limit on local roads used by WCH users. Considers that at times of agricultural work there are significant safety issues.	The scheme would not affect any voluntary speed limit on local roads.	N/A
191	Walking, Cycling and Horse-riders	Considers the WCH proposals at Mattocks Tree Green to be excessive as states there is a lack of walkers and cyclists within the area and no demand for the routes.	There are public rights of way near to Mattock's Tree Green that would be stopped up and users would have to cross at the junction instead. Ash Road, Glebe Lane and the A378 Langport Road are currently popular cycle routes and the scheme aims to maintain existing routes wherever feasible. The extent of walking, cycling and horse-riding facilities at Mattock's Tree Green junction would be proportionate to demand and benefical to ensure users' safety.	N/A
192	Walking, Cycling and Horse-riders	Raises that horse riders and walkers will not use this route.	There are public rights of way near to Mattock's Tree Green that would be stopped up and users would have to cross at the junction instead. The extent of walking and horse-riding facilities at the junction would be proportionate to demand and benefical to ensure users' safety.	N/A
193	West Hatch Lane extension to Mattock's Tree Green junction	Concerned the access road from West Hatch will increase traffic along a single track road with no passing places. Considers proposals over-engineered.	The proposed West Hatch Lane extension comprises a 5.5m wide 2 lane carriageway, which is considered to be appropriate for the rural nature of this link and the existing West Hatch Lane to which it connects. A slight decrease in traffic is forecast along West Hatch Lane with the proposed A358 scheme in place. This is because direct access between West Hatch Lane and the A358 has been removed, so other local roads will be used to access the A358 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
194	West Hatch Lane extension to Mattock's Tree Green junction	Considers West Hatch Lane connection excessively wide for local traffic and considers this will lead to rat-running and unnecessary environmental impact.	The proposed West Hatch Lane extension comprises a 5.5m wide 2 lane carriageway, which is considered to be appropriate for the rural nature of this link and the existing West Hatch Lane to which it connects. A slight decrease in traffic is forecast along West Hatch Lane with the proposed A358 scheme in place. This is because direct access between West Hatch Lane and the A358 has been removed, so other local	N/A

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			roads will be used to access the A358 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).	
195	West Hatch Lane extension to Mattock's Tree Green junction	Considers current connections to the A358 adequate and notes lack of support for an extension road from West Hatch or new roundabout.	For the A358 to become a high quality dual carriageway, junctions along its length must provide a safe means with which to exit or enter the A358 dual carriageway at high speed, complying with the Design Manual for Roads and Bridges (DMRB) CD 122. As such, most of the direct local road accesses have been removed and access to the A358 is from new grade separated junctions at Mattock's Tree Green and Ashill. Following a design review due to feedback from the 2021 statutory consultation, we have identified an opportunity to improve access to Mattock's Tree Green junction to and from West Hatch. We have revised our proposals to include a new road that would run alongside the A358. This would connect West Hatch Lane to Mattock's Tree Green junction via the proposed new link road to the Somerset Progressive School, the Huish Woods Scout Campsite and local businesses at Nightingale Farm Units.	N/A
196	West Hatch Lane extension to Mattock's Tree Green junction	Concerned West Hatch extension was removed at the last consultation and no one has asked for it to be reinstated.	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. Following a design review due to feedback from the 2021 statutory consultation, we have identified an opportunity to improve access to Mattock's Tree Green junction to and from West Hatch. We have revised our proposals to include a new road that would run alongside the A358. This would connect West Hatch Lane to Mattock's Tree Green junction via the proposed new link road to the Somerset Progressive School, the Huish Woods Scout Campsite and local businesses at Nightingale Farm Units.	N/A
197	West Hatch Lane extension to Mattock's Tree Green junction	Considers West Hatch lane extension not required and suggests it is abolished. Considers West Hatch lane extension too big for local traffic. Considers West Hatch lane proposal for 8 lanes of traffic to have a significant negative impact and increase local traffic to the hinderance of local residents and WCH groups.	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. Following a design review due to feedback from the 2021 statutory consultation, we have identified an opportunity to improve access to Mattock's Tree Green junction to and from West Hatch. We have revised our proposals to include a new road that would run alongside the A358. This would connect West Hatch Lane to Mattock's Tree Green junction via the proposed new link road to the Somerset Progressive School, the Huish Woods Scout Campsite and local businesses at Nightingale Farm Units. The proposed West Hatch Lane extension comprises a 5.5m wide 2 lane carriageway, which is considered to be appropriate for the rural nature of this link and the existing West Hatch Lane to which it connects. A slight decrease in traffic is forecast along West Hatch Lane with the proposed A358 scheme in place. This is because direct access between West Hatch Lane and the A358 has been removed, so other local roads will be used to access the A358 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).	No
198	West Hatch Lane extension to Mattock's Tree Green junction	Notes support for proposed West Hatch Lane extension for taking traffic direct from the roundabout to West Hatch village.	National Highways acknowledges the range of views expressed, including those received in support of the scheme.	N/A
199	West Hatch Lane extension to	Supports proposal to extend West Hatch Lane.	National Highways acknowledges the range of views expressed, including those received in support of the scheme.	N/A

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	Mattock's Tree Green junction			
200	West Hatch Lane extension to Mattock's Tree Green junction	Objection to development on the grounds that traffic flow analysis shows a reduction of traffic on a newly created road, where there is no traffic currently. Questions whether the scout camp would want a road beside their camp.	The proposed West Hatch Lane extension comprises a 5.5m wide 2 lane carriageway, which is considered to be appropriate for the rural nature of this link and the existing West Hatch Lane to which it connects. A slight decrease in traffic is forecast along West Hatch Lane with the proposed A358 scheme in place. This is because direct access between West Hatch Lane and the A358 has been removed, so other local roads will be used to access the A358 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). National Highways have engaged with Blackdown District Scout Council and Somerset County Scouts about the scheme proposals.	N/A
201	West Hatch Lane extension to Mattock's Tree Green junction	Supports proposals however considers the design shown in NH's fly through is excessive in scale. Notes West Hatch Lane is a narrow single-track lane, so any link should be of similar scale, supplemented by traffic restrictions to only allow local access for agricultural and residential use.	The proposed West Hatch Lane extension comprises a 5.5m wide 2 lane carriageway, which is considered to be appropriate for the rural nature of this link and the existing West Hatch Lane to which it connects.	No
202	West Hatch Lane extension to Mattock's Tree Green junction	Overall support however, refers to CoP comments- the design shown in NH's fly through is excessive in scale. West Hatch Lane is a narrow single track lane so any link should be of similar scale, supplemented by traffic restrictions to only allow local access for agricultural and residential use.	The proposed West Hatch Lane extension comprises a 5.5m wide 2 lane carriageway, which is considered to be appropriate for the rural nature of this link and the existing West Hatch Lane to which it connects.	No
203	West Hatch Lane extension to Mattock's Tree Green junction	Requests a bridleway/footpath/unsurfaced cycle route is implemented from West Hatch Lane to Griffin Lane along the road travelling North. Considers this will provide a better link for riders wanting to go across to Hatch Beauchamp via Griffin Lane and the Bridleway would be contained in the existing route, not creating further environmental impact of taking up further land. Considers this also makes up for the lack of crossing provision from West Hatch Lane to Meare Green 'No Through Road' Lane that now exists for WCH and was implemented when the current road cur through and divided the lane. Notes no provision has been provided in the current scheme to get WCH across to Meare Green/Hatch Beauchamp side. Suggests that a further bridleway could then be negated from Griffin Lane to take riders through the wood to the Hare Path at a later date.	The Scout Camp link, West Hatch Lane extension and the existing West Hatch Lane would be lightly trafficked. This would provide a walking, cycling and horse-riding route as suggested to Griffin Lane and a new off-road route is not considered justified as part of the scheme.	No